

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef Canadair CL 600-2B19/-2C10/-2D15/-2D24/-2E25	Revision N° - N° de révision: TR 76	Page 1 of 23
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TEMPORARY REVISION No 76

LETTER OF TRANSMITTAL
Based on EASA CRJ MMEL Rev. 20

REASON FOR ISSUE:

- The MMEL Temporary Revision 76 is based on the EASA accepted TRS No 36.
 - TRS No 36 introduces single pack dispatch reliefs and removes operational limitation of ISA+30 in APU related reliefs (two pack configurations) for the CL-600-2E25 model.

INSTRUCTIONS FOR INSERTION OF THIS TEMPORARY REVISION:

- (1) Insert the pages of this Temporary Revision in the MMEL as instructed at the top of the page.
- (2) Record the insertion of this Temporary Revision on the Record of Temporary Revision pages.
- (3) Retain this page for record purposes.

LIST OF PAGES AFFECTED BY THIS TEMPORARY REVISION:

TpRv-8
21-1, 21-13, 21-15, 21-17, 21-20.
26-2, 26-7.
28-1.
36-1, 36-2, 36-4, 36-8, 36-10.
49-1, 49-2, 49-3, 49-4, 49-5.

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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	EASA approval	Description of Revision	Date Incorporated Signature
76	21-1, 21-13 26-2, 26-7 28-1 36-1, 36-10 49-1, 49-5	TRS No.36 Colin Hancock, EASA MMEL Section Manager, for and of behalf of the EASA, 22 December 2010.	TRS No 36 introduces single pack dispatch reliefs and removes operational limitation of ISA+30 in APU related reliefs (two pack configurations) for the CL-600-2E25 model.	

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21 – <u>AIR CONDITIONING</u>							
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.		
3) 600-2E25	C	2	0		(M)(O) May be inoperative provided: a) Affected fan is deactivated, and b) Both Air Conditioning Packs are operative.		

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<u>21 – AIR CONDITIONING</u>				
51-01 Air Conditioning Packs (cont'd) 4) 600-2E25	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Ram Air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for Left Air Conditioning Pack is conducted using APU bleed, e) Operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
	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 verified operative, d) Ground operation for Left Air Conditioning Pack is conducted using engine bleed, e) Operation is limited to temperature below ISA+10, and f) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
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21 – AIR CONDITIONING				
51-01 Air Conditioning Packs (cont'd)				
4) 600-2E25 (cont'd)	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Ram Air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for Right Air Conditioning Pack is conducted using APU bleed, e) Operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Ram Air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for Right Air Conditioning Pack is conducted using engine bleed, e) Operation is limited to temperature below ISA+10, and f) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).

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<u>21 – AIR CONDITIONING</u>				
51-02 Flow Control Valve (FCV) (cont'd) 3) 600-2E25	C	2	1	(M#)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Operations are conducted at or below FL 250, d) Ram Air SOV is verified operative, e) Ground operation for Left Air Conditioning Pack is conducted using APU bleed, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
	C	2	1	(M#)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Operations are conducted at or below FL 250, d) Ram Air SOV is verified operative, e) Ground operation for Left Air Conditioning Pack is conducted using engine bleed, f) Operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
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21 – AIR CONDITIONING				
51-02 Flow Control Valve (FCV) (cont'd) 3) 600-2E25 (cont'd)	C	2	1	(M#)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Operations are conducted at or below FL 250, d) Ram Air SOV is verified operative, e) Ground operation for Right Air Conditioning Pack is conducted using APU bleed, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
	C	2	1	(M#)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Operations are conducted at or below FL 250, d) Ram Air SOV is verified operative, e) Ground operation for Right Air Conditioning Pack is conducted using engine bleed, f) Operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).

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21 – <u>AIR CONDITIONING</u>				
51-04 Air Conditioning System (cont'd)				
3) 600-2C10, 600-2D15, 600-2D24	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.
4) 600-2E25	C	1	1	System redundancy may be degraded as indicated by "L PACK FAULT" or "R PACK FAULT" status message provided the associated Air Conditioning Pack is considered inoperative.

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21 – <u>AIR CONDITIONING</u>				
52-01 Ram Air SOV (cont'd) 4) 600-2E25	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, e) Ground operation for Left Air Conditioning Pack is conducted using APU bleed, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
	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, e) Ground operation for Left Air Conditioning Pack is conducted using engine bleed, f) Operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).

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21 – <u>AIR CONDITIONING</u>				
52-03 Ram Air Regulating Valve (RARV) (600-2D15, 600-2D24, 600-2E25)	C	2	1	One may be inoperative provided associated Air Conditioning Pack is considered inoperative.

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				4. Remarks or Exceptions Remarques ou exceptions
26 – FIRE PROTECTION				
12-01 APU Fire Detection Loops				
1) 600-2B19	C	2	1	(M#) One loop (A or B) may be inoperative provided APU fire detection switch is selected to the operative loop.
	C	2	0	Both loops (A and B) may be inoperative provided APU is considered inoperative.
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25		2	1	NOTE: Item included for clarification only. Relief for single APU Fire Loop failure is covered by item 26-00-01.
	C	2	0	Both loops (A and B) may be inoperative provided the APU is considered inoperative.

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26 – FIRE PROTECTION						
22-01 APU Fire Extinguishing System						
1) 600-2B19	C	1	0	0	May be inoperative provided APU is considered inoperative.	
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0	0	May be inoperative provided APU is considered inoperative.	
3) 600-2C10, 600-2D15, 600-2D24	C	1	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 Fire Detection System is operative, e) APU is pneumatically loaded only, and f) Total APU operating time shall not exceed 5 minutes.	
4) 600-2E25	C	1	0	0	(M)(O) 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.	

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28 – FUEL					
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, 600-2E25	C	1	0		(M) May be inoperative CLOSED provided APU is considered inoperative.
	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 not used in flight, d) APU Fire Detection System is operative, and e) APU Fire Extinguishing System is operative.

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36 – <u>PNUMATIC</u>				
11-02 Pressure Regulating SOV (PRSOV)				
1) 600-2C10	C	2	1	Same.
2) 600-2D15, 600-2D24	C	2	1	Same.
3) 600-2E25	C	2	1	(M#)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Associated PRSOV is secured CLOSED, b) Opposite HPV is operative, c) Opposite Engine Cowl Anti-Ice SOV is operative, d) Operations are conducted at or below FL 250, e) Ground operation for Air Conditioning is conducted using APU bleed, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplements (Operations with Airplane Systems Inoperative).

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36 – <u>PNEUMATIC</u>				
11-03 High Pressure Valve (HPV)				
1) 600-2C10	C	2	1	Same.
2) 600-2D15, 600-2D24	C	2	1	Same.
3) 600-2E25	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) Operations are conducted at or below FL 250, d) Ground operation for Air Conditioning is conducted using APU bleed, e) Operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplements (Operations with Airplane Systems Inoperative).

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36 – <u>PNEUMATIC</u>						
12-02 Bleed Air ISOL Valve (Cross-Bleed Valve)						
1) 600-2C10	C	1	0		0	Same.
2) 600-2D15, 600-2D24	C	1	0		0	Same.
3) 600-2E25	C	1	0		0	(M#)(O) May be inoperative OPEN provided: a) ISOL valve is secured OPEN, b) Bleed valves selector switch is selected to MANUAL, c) PRSOV and HPV on selected side are operative, d) Operations are conducted at or below FL 250, e) Ground operation for Air Conditioning is conducted using APU bleed, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplements (Operations with Airplane Systems Inoperative).

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36 – <u>PNEUMATIC</u>							
21-06	Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)						
	3) Bleed Loops (cont'd)						
	b) Left (600-2D15, 600-2D24)	C	2	0	0	Same.	
	c) Left (600-2E25)	C	2	0	0	(O) Both loops (A and B) may be inoperative provided: a) At least one Right Bleed Loop (A or B) is operative, b) Both PRSOV are operative, c) Both HPV are operative, d) Both Engine Cowl Anti-Ice SOV are operative, e) Right Air Conditioning Pack is operative, f) Operations are conducted at or below FL 250, g) Ground operation for Right Air Conditioning Pack is conducted using engine bleed, h) Operations are not conducted in known or forecast icing conditions, and i) Operations are conducted in accordance with AFM Supplements (Operations with Airplane Systems Inoperative) and (Air Conditioning – Single Pack Operation).	
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36 – <u>PNEUMATIC</u>				
21-06 Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)				
3) Bleed Loops (cont'd)				
e) Right (600-2D15, 600-2D24)	C 2	0	0	Same.
f) Right (600-2E25)	C 2	0	0	(O) Both loops (A and B) may be inoperative provided: a) At least one Left Bleed Loop (A or B) is operative, b) Both PRSOV are operative, c) Both HPV are operative, d) Both Engine Cowl Anti-Ice SOV are operative, e) Left Air Conditioning Pack is operative, f) Operations are conducted at or below FL 250, g) Ground operation for Left Air Conditioning Pack is conducted using APU or engine bleed, h) Operations are not conducted in known or forecast icing conditions, and i) Operations are conducted in accordance with AFM Supplements (Operations with Airplane Systems Inoperative) and (Air Conditioning – Single Pack Operation).

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49 – <u>APU</u>						
10-01 Auxiliary Power Unit (APU)						
1) 600-2B19	C	1	0		Same.	
	C	1	0		Same.	
2) 600-2C10, 600-2D15, 600-2D24	C	1	0		Same	
	C	1	0		Same.	
3) 600-2E25	C	1	0		(M)(O) 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) Cabin occupants limited per table.	
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49 – <u>APU</u>				
10-01 Auxiliary Power Unit (APU) (cont'd)				
3) 600-2E25 (cont'd)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) APU is deactivated, b) Aircraft speed is limited to 220 knots, c) Both Integrated Drive Generators (IDG) are operative, and d) Cabin occupants limited per table.

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49 – <u>APU</u>							
14-01 APU Air Intake Door Linear Actuator (cont'd)							
2) 600-2C10, 600-2D15, 600-2D24	C	1	0	0	Same.		
3) 600-2E25	C	1	0	0	(O) 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.		
4) 600-2C10, 600-2D15, 600-2D24	C	1	0	0	Same		
	C	1	0	0	Same.		
5) 600-2E25	C	1	0	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 220 knots if APU is OFF, and		
					c) AFM performance corrections for APU ON are applied.		
					(cont'd)		

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49 – <u>APU</u>						
14-01 APU Air Intake Door Linear Actuator (cont'd) 5) 600-2E25 (cont'd)	C	1	0			(M)(O) May be inoperative provided: a) Intake door is deactivated CLOSED, and b) APU is considered inoperative.
43-01 APU START/STOP “START/AVAIL” Switch Light (light function only)	C	1	0			
51-01 APU Load Control Valve (LCV) 1) 600-2B19	C	1	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			(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.
3) 600-2E25	C	1	0			(M#)(O) 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.

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49 – <u>APU</u>							
61-02 APU Sub-system (600-2C10, 600-2D15, 600-2D24, 600-2E25)	B	1	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.