



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 1
Date: XX/XX/XXXX

Viking Air Limited
CL-415 and CL-215T series (CL-215T1, and CL215T2)
TCDS CL-215-6B11

**** FOR 14 CFR PARTS 91 and 137 OPERATIONS ONLY ****

Approved by the Aircraft Evaluation Division

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PAGE NO. I

AIRCRAFT:
 CL-415 and CL-215T series

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LOG OF REVISIONS

| REV NO. | DATE | PAGE NO. |
|----------|------------|--|
| Original | 07/12/2019 | ALL PAGES. |
| 1 | XX/XX/XXX | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Guidelines for (M) and (O) Procedures, 23-1, 25-2, 26-1, 27-1, 28-1, 29-1, 30-1 thru 2, 31-1, 32-1, 33-1 thru 2, 34-1 thru 4, 52-1, 74-1, 76-1, 77-1, 97-1 thru 2. |

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 1**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 03/10/2022.

| PAGE NO. | EXPLANATION OF CHANGE |
|-------------------------------------|--|
| General | Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion. |
| ATA 23 Communications | |
| 23-1 | Item 7: Split proviso for "CL-415 only" and "CL-215T series" requirements. |
| ATA 25 Equipment/Furnishings | |
| 25-2 | Items 7 and 8: Added "(M)" and "(O)" designations to provisos. |
| ATA 26 Fire Protection | |
| 26-1 | Item 3: Updated proviso and added NOTE. |
| ATA 27 Flight Controls | |
| 27-2 | Item 1: Added "(CL-415 Only)" specifier to item tile and "(M)" to proviso. Item 2: Added entire proviso. |
| ATA 29 Hydraulic Power | |
| 29-1 | Item 2: Added "(M)" designation to proviso. |
| ATA 30 Ice and Rain Protection | |
| 30-1 | Item 1: Split proviso for "CL-415 Only" and "CL-215T series Only" requirements. Item 2: Added "(CL-215T series Only)" specifier to item tile and "(M)" to proviso. Item 3: Added "(M)" designation to proviso. Item 4: Added "****" and "(M)" designation to proviso. Item 5: Added "(CL-415 Only)" specifier to item tile and removed "(O)" from proviso. |
| 30-2 | Item 6: Removed "(O)" from proviso. |
| ATA 31 Indicating/Recording Systems | |
| 31-1 | Item 2: Added "(CL-415 Only)" specifier to item tile. Item 4 and 5: Added "(CL-415 Only)" specifiers to item tiles. |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | EXPLANATION OF CHANGE |
|--------------------------|--|
| ATA 32 Landing Gear | |
| 32-1 | Item 1 and 2: Added "(M)" designation to provisos. |
| ATA 33 Lights | |
| 33-1 | Item 1 thru 6: Added "(M)" designation to provisos. |
| 33-2 | Item 7 thru 9: Added "(M)" designation to provisos. |
| ATA 34 Navigation | |
| 34-1 | Item 1: Added "(M)" and "(O)" designations to proviso. Item 3: Added "***" and "(M)" and "(O)" designations to proviso. Item 4: Added "(M)" and "(O)" designations to proviso. Item 5: Added "***" and "(M)" and "(O)" designations to proviso. Item 6 thru 9: Added "(M)" and "(O)" designations to provisos. |
| 34-2 | Item 10: Added "(M)" designation to proviso. Item 11: Added "(O)" designation to proviso. Item 12: Revised Repair Category and provisos. |
| 34-3 | Item 13 and 14: Revised Repair Category and added/revised provisos. |
| 34-4 | Item 16: Split proviso for "CL-415" and "CL-215T series" requirements. |
| ATA 52 Doors | |
| 52-1 | Item 1: Added "(M)" designation to proviso. |
| ATA 74 Ignition | |
| 74-1 | Item 1: Added "(M)" and "(O)" designations to proviso. |
| ATA 76 Engine Control | |
| 76-1 | Item 1: Added "(O)" designation to proviso. |
| ATA 77 Engine Indicating | |
| 77-1 | Item 1: Added "(except CL-215T)" specifier to item title |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | EXPLANATION OF CHANGE |
|-------------------------|---|
| ATA 97 Operator Defined | |
| 97-1 | Items 3 and 4: Added "****" and "(M)" and "(O)" designations to provisos. |
| 97-2 | Item 11: Added new item. |

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DEFINITIONS AND PREAMBLE

DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

| SEQUENCE NO. | PROCEDURE |
|--------------|--|
| 21-1 | (M) Deactivate and Secure. Place inoperative placard next to Cabin Heater control. |
| 21-2 | (M) Deactivate and Secure. Place inoperative placard next to Air conditioning control. |
| 21-3 | (M) Deactivate and Secure. Place inoperative placard next to Vent Fan switch. |
| 23-1 | (O) Any in excess of those required by 14 CFR may be inoperative: Place inoperative placard next to inoperative control head. |
| 23-3 | (O) De-select FM radio from audio panel. Place inoperative placard next to inoperative FM control head. |
| 23-4 | (O) De-select Sat phone from audio panel. Place inoperative placard next to Sat phone. |
| 23-5 | (O) Use push to talk and push to transmit buttons on yoke. Place inoperative placard next to ACP. |
| 23-6 | (O) Observer seat is not to be utilized. Place inoperative placard next to third crew member ACP. |
| 23-7 | (O) Make be inoperative provided repairs are made within three flight days. Place inoperative placard next to CVR control panel. |
| 24-1 | (O) Verify operations are from sunrise to sunset in VMC operations only. Place inoperative placard next to Inverter control switch. |
| 25-1 | (O) (M) May be inoperative provided it is removed, stowed or secured in the retracted position. |
| 25-2 | (M) Seat(s) are blocked and placarded "Do Not Occupy". |
| 25-6 | (M) Deactivate and Secure. Repairs are made within 90 days. Place inoperative placard next to ELT remote switch. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|---|
| 25-7 | (M) Visually verify that the ELT is in the ARMED mode. Place inoperative placard next to ELT remote switch. |
| 25-8 | (O)(M) Deactivate and Secure. Repairs are made within 90 days. Place inoperative placard next to ELT remote switch. |
| 25-9 | (O)(M) Deactivate and Secure. Repairs are made within 90 days. Place inoperative placard next to ELT remote switch. |
| 26-1 | (O) Verify that fire warning lights are operative. Place inoperative placard next to Fire Protection Test Panel. |
| 26-2 | (O) (M) Deactivate and Secure Cabin Heater System. Place inoperative placard next to next to Cabin Heater Control. |
| 26-3 | (O) The inoperative Fire Extinguisher is tagged inoperative. Place inoperative placard next to inoperative Fire Extinguisher. |
| 27-2, a) | (O)(M) Deactivate and Secure. Place inoperative placard next to AOA Indicator. |
| 27-2, b) | (O)(M) Deactivate and Secure. Place inoperative placard next to AOA Indicator. |
| 28-1 | (O)(M) Place inoperative placard next to IIDS #3. |
| 28-2 | (O) Place inoperative placard next to Fuel Transfer Switch. |
| 29-1 | (O) Place inoperative placard next to IIDS #3. |
| 29-2 | (O)(M) Deactivate and Secure. Place inoperative placard next to Water System Annunciator Panel. |
| 30-1, b) | (O)(M) Deactivate and Secure. Place inoperative placard next to Pitot Heat Switch. |
| 30-2 | (O)(M) Deactivate and Secure. Place inoperative placard next to Stall Warning Heater switch. |
| 30-3 | (O)(M) Deactivate and Secure. Place inoperative placard next to Wiper Control switch. |
| 30-4 | (O)(M) Deactivate and Secure. Place inoperative placard next to AOA Heater Switch. |
| 30-6 | (O)(M) Deactivate and Secure. Place inoperative placard next to Boot Inflation Control switch. |
| 31-1 | (O) Place inoperative placard next to inoperative Clock. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|---|
| 31-3 | (O)(M) Deactivate and Secure. Place inoperative placard next to Sat Phone |
| 32-1 | (O)(M) Deactivate and Secure. Place inoperative placard next to Landing Gear Control. |
| 32-2 | (O)(M) Deactivate and Secure. Place inoperative placard next to and/Sea Light indication. |
| 33-1 | (O)(M) Deactivate and Secure. Place inoperative placard next to inoperative light. |
| 33-2 | (O)(M) Deactivate and Secure. Place inoperative placard next to Landing Light switch. |
| 33-3 | (O)(M) Deactivate and Secure. Place inoperative placard next to Pulse Light Switch. |
| 33-4 | (O)(M) Deactivate and Secure. Place inoperative placard next to Taxi Light switch. |
| 33-5 | (O)(M) Deactivate and Secure. Place inoperative placard next to Nav light switch. |
| 33-6 | (O)(M) Deactivate and Secure. Place inoperative placard next to Lighting Control Panel. |
| 33-7 | (O)(M) Deactivate and Secure. Place inoperative placard next to Lighting Control Panel. |
| 33-8 | (O)(M) Deactivate and Secure. Place inoperative placard next to Lighting Control Panel. |
| 33-9 | (O)(M) Deactivate and Secure. Place inoperative placard next to Lighting Control Panel. |
| 34-1 | (O)(M) Deactivate and Secure. Place inoperative placard next to inoperative Vertical Speed Indicator. |
| 34-2 | (O) Place inoperative placard next to Standby Magnetic Compass. |
| 34-3 | (O)(M) Deactivate and Secure. Place inoperative placard next to Standby Attitude Indicator. |
| 34-4 | (O)(M) Deactivate and Secure. Place inoperative placard next to inoperative Bank Indicator |
| 34-5 | (O)(M) Deactivate and Secure. Place inoperative placard next to DME indicator. |
| 34-6 | (O)(M) Deactivate and Secure. Place inoperative placard next to inoperative Transponder Control. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|--|
| 34-7 | (O)(M) Deactivate and Secure. Place inoperative placard next to inoperative ADF Control. |
| 34-8 | (O)(M) Deactivate and Secure. Place inoperative placard next to Inoperative Nav Control. |
| 34-9 | (O)(M) Deactivate and Secure. Place inoperative placard next to Marker Beacon indicator. |
| 34-10 | (O)(M) Deactivate and Secure. Place inoperative placard next to GPS. |
| 34-11 | (O)(M) Deactivate and Secure. Place inoperative placard next to TCAS Indicator. |
| 34-13 | (O)(M) Deactivate and Secure. Place inoperative placard next to ADSB Control. |
| 34-16, a) | (O)(M) Deactivate and Secure. Place inoperative placard next to Rad Alt Indicator. |
| 34-16 b) | (O)(M) Deactivate and Secure. Place inoperative placard next to Rad Alt Indicator. |
| 52-1 | (O)(M) Deactivate and Secure. Place inoperative placard next to IIDS Display #2. |
| 73-1 | (O) Place inoperative placard next to IIDS Display #3. |
| 74-1 | (O)(M) Deactivate and Secure. Place inoperative placard next to Ignition Switch. |
| 76-1 | (O)(M) Deactivate and Secure. Place inoperative placard next to HBV Override switch. |
| 77-1 | (O) Place inoperative placard next to inoperative IIDS Display. |
| 97-1 | (O) Verify manual bilge pump function is operative. Place inoperative placard next to Bilge pump Control switch. |
| 97-2 | (O) Place inoperative placard next to Water Drop Counter. |
| 97-3 | (O)(M) Deactivate and Secure. Place inoperative placard next to Infrared Indicator. |
| 97-4 | (O)(M) Deactivate and Secure. Place inoperative placard next to Infrared Indicator. |
| 97-5 | (O) Place inoperative placard next to Emergency Dump Handle. |
| 97-6 | (O) Place inoperative placard next to IIDS Display #2. |
| 97-7 | (O) Place inoperative placard next to Water System Annunciator Panel. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|---|
| 97-8 | (O) Place inoperative placard next to Water System Annunciator Panel. |
| 97-9 | (O) Place inoperative placard next to Water System Annunciator Panel. |
| 97-10 | (O) Place inoperative placard next to Water Quantity Indicator. |
| 97-11 | (O) Place inoperative placard next to Water Quantity Indicator. |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--|--|

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------|---|---|---|--|---------------|
| 1. | Cabin Heater | C | 1 | 0 | (M) May be inoperative provided it is deactivated. | |
| 2. | Air Conditioner | C | 1 | 0 | (M) May be inoperative provided it is deactivated. Vent fan may still be used if operative. | |
| 3. | Vent Fan | C | 1 | 0 | (M) May be inoperative provided it is deactivated. Air Conditioner will be rendered inoperative as well. | |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--|--|

23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------|---|---|---|--|---------------|
| 1. | VHF Communication System | B | 2 | 1 | (O) Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an Emergency Power Source and not required by emergency procedures. | |
| 2. | Radio Management Unit (RMU) | B | 2 | 1 | (O) VHF must be operative, or Clearance Delivery Unit is capable to utilize Com2/Nav2. | |
| 3. | Frequency Modulation (FM) | B | 2 | 0 | (O) One or both may be inoperative provided they are not required by regulation. | |
| 4. | Satellite Telephone | B | 1 | 0 | (O) May be inoperative if not required for long range communications. | |
| 5. | Voice Activated Intercom (VOX) | C | 2 | 0 | (O) May be inoperative provided the control column press to transmit intercom switch is operative. | |
| 6. | Third Crew Member Audio Panel | C | 1 | 0 | (O) May be inoperative provided observer seat is not required. | |
| 7. | Cockpit Voice Recorder (CVR) | | | | | |
| | a) CL-415 Only | A | 1 | 0 | (O) May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days. | |
| *** | b) CL-215T series | A | 1 | 0 | (O) May be inoperative provided repairs are made within 3 flight-days. | |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--|--|

| 24. Electrical Power | | | | | | |
|-----------------------------|-----------------|---|---|---|--|------------|
| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
| 1. | Static Inverter | B | 2 | 1 | (O) One may be inoperative for operations from sunrise to sunset in VMC operations only. | |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--|--|

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 1. | Third Crewmember Seat | C | 1 | 0 | (M)(O) May be inoperative provided it is removed, stowed or secured in the retracted position. | |
| 2. | Four-Man Bench Seat (Individual Belted Position) | D | 4 | 0 | (M) Any or all may be inoperative provided procedures are established to ensure that affected seat(s) are blocked and placarded "Do Not Occupy". | |
| 3. | Life Vest | C | 6 | 2 | As required by 14 CFR. | |
| 4. | Nonessential Equipment and Furnishings (NEF) | - | - | 0 | May be inoperative, damaged, or missing provided item(s) is deferred in accordance with NEF deferral program. NEF program, procedures, and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not NEF items. | |
| 5. *** | Survival Type ELTs | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| 6. *** | Fixed ELTs | A | - | 0 | (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days. | |
| | | A | - | 0 | (M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days. | |
| (Continued) | | | | | | |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--|--|

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------------|---|---|---|--|---------------|
| 6. *** | Fixed ELTs (Cont'd) | D | - | - | (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be missing. | |
| 7. *** | Remote ELT Switch | D | - | 0 | (M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode. | |
| 8. *** | ELT Indicator Light | D | - | 0 | (M)(O) | |
| 9. *** | ELT Aural Alarm | D | - | 0 | (M)(O) | |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--|--|

26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1. | Fire Bell | B | 1 | 0 | (M)(O) Fire bell may be inoperative provided all fire warning lights are operative. | |
| 2. | Cabin Fire Detection and Extinguishing System | C | 1 | 0 | (M) May be inoperative provided Cabin Heater is deactivated. | |
| 3. | Portable Fire Extinguisher | D | - | - | Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. | |

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|--|--|

27. Flight Controls

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 1. | Rudder Trim Compensator (RTC) (CL-415 Only) | B | 1 | 0 | (M)(O) May be inoperative provided RTC push button annunciator (PBA) is selected OFF. | |
| 2. | AOA | | | | | |
| *** | a) AOA system (CL-215T series Only) | B | 1 | 0 | (M)(O) Prior to each flight pilots must brief safe operating speeds for maneuvering at different banks without and without water loads. | |
| *** | b) AOA display (CL-215T series Only) | B | - | 0 | (M)(O) Prior to each flight pilots must brief safe operating speeds for maneuvering at different banks without and without water loads. | |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--|--|

28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------|---|---|---|---|---------------|
| 1. | Fuel Quantity Indicator | C | 2 | 1 | (M)(O) One may be inoperative provided: a) Fuel quantity must be determined by dipping tank prior to each flight, b) Fuel consumption is recorded, c) The aircraft is dispatched such that fuel transfer is not required, d) Fuel flow indication must be operative, and e) Aileron trim indicator is operative. | |
| 2. | Transfer System | B | 1 | 0 | (O) May be inoperative provided: a) Crossfeed System is operative, and b) Aileron trim indicator is operative. | |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--|--|

29. Hydraulic Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|---------------|
| 1. | Brake Accumulator Pressure Indicator | B | 1 | 0 | (O) May be inoperative provided the accumulator pre-charge is verified prior to each flight. | |
| 2. | Water Drop System | B | 1 | 0 | (M)(O) May be inoperative provided: a) No firefighting is conducted, and b) Water operations are not allowed. NOTE: If one or more water doors are open, do not exceed Vwd (129 KIAS). | |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--|--|

30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|---------------|
| 1. | Icing Systems | | | | | |
| | a) Air Data Ice Protection (ADIP) (CL-415 Only) | B | 2 | 1 | (M)(O) One may be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions. | |
| | b) Pitot Tube Anti-Ice System (CL-215T series Only) | B | 2 | 1 | (M)(O) One may be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions. | |
| 2. | Stall Warning Heater (CL-215T series Only) | B | 1 | 0 | (M)(O) May be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions. | |
| 3. | Windshield Wiper | C | 2 | 0 | (M)(O) One or both may be inoperative provided the flight is not conducted in precipitation within five nautical miles of the airport of takeoff or intended landing. | |
| 4. *** | Angle of Attack (AOA) Heater | B | - | 0 | (M)(O) May be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions. | |
| 5. | True Air Temp (TAT) Heater (CL-415 Only) | B | 1 | 0 | May be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions. | |

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30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------|---|---|---|---|------------|
| 6. | Engine Inlet Deicing Boot | C | 2 | 0 | (M)(O) May be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions. | |

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31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 1. | Clock | C | 2 | 1 | (O) One may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crewmembers. | |
| 2. | Automated Flight Following (AFF) (CL-415 Only) | C | 1 | 0 | (M)(O) May be inoperative provided system is deactivated. | |
| 3. | Loads Monitoring System | C | 1 | 0 | (M)(O) May be inoperative provided system is deactivated. | |
| 4. | Flight Data Recorder (FDR) System (CL-415 Only) | C | 1 | 0 | Any in excess of those required by 14 CFR may be inoperative. | |
| 5. | FDR Recording Parameters not required by 14 CFR (CL-415 Only) | A | 1 | 0 | May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit. | |

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32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------|---|---|---|--|---------------|
| 1. | Landing Gear Horn | A | 1 | 0 | (M)(O) May be inoperative for one flight provided gear position indicators are operational. | |
| 2. | Amphibious Land/Sea Light | B | 1 | 0 | (M)(O) May be inoperative provided: a) Land/Sea Aural Warning System is operational; and, b) No water operations are permitted | |

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33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 1. | Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System | C | 1 | 0 | (M)(O) Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief. | |
| 2. | Landing Light | C | 2 | 1 | (M)(O) One may be inoperative for night operations provided one taxi light is operative. | |
| 3. | Pulse Light System | D | 1 | 0 | (M)(O) May be inoperative. | |
| 4. | Taxi Light | C | 2 | 0 | (M)(O) May be inoperative for operations from sunrise to sunset. | |
| 5. | Position Light | C | 3 | 0 | (M)(O) May be inoperative for operations from sunrise to sunset in VMC. | |
| 6. | Passenger Lighted Information Sign | C | 1 | 0 | (M)(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants. | |

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33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|----------------------|---|---|---|---|---------------|
| 7. | Cabin Light | C | 2 | 0 | (M)(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants. | |
| 8. | Emergency Exit Light | C | 2 | 0 | (M)(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants. | |
| 9. | Forward Hatch Light | C | 1 | 0 | (M)(O) May be inoperative provided a flashlight is readily available to the flightcrew. | |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 1. | Vertical Speed Indicator (VSI) | B | 2 | 1 | (M)(O) One may be inoperative for day VMC. | |
| 2. | Standby Magnetic Compass | B | 1 | 0 | May be inoperative provided both AHRS systems are operative. | |
| 3. *** | Standby Attitude Indicator | B | 1 | 0 | (M)(O) May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecasted over-the-top conditions. | |
| 4. | Turn and Bank Indicator | C | 1 | 0 | (M)(O) May be inoperative for day VMC. | |
| 5. *** | Distance Measuring Equipment | D | 1 | 0 | (M)(O) Any in excess of those required by 14 CFR may be inoperative. | |
| 6. | ATC Transponders and Automatic Altitude Reporting System | B | 2 | 0 | (M)(O) May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. | |
| | | D | - | 1 | (M)(O) Any in excess of those required by 14 CFR may be inoperative. | |
| 7. | Automatic Direction Finding (ADF) | C | 2 | 0 | (M)(O) Any in excess of those required by 14 CFR may be inoperative. | |
| 8. | VHF Nav System (VOR/ILS) | C | 2 | 1 | (M)(O) Any in excess of those required by 14 CFR may be inoperative. | |
| 9. | Marker Beacon System | C | 1 | 0 | (M)(O) May be inoperative provided marker beacon reception is not needed for navigation. | |

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| AIRCRAFT: CL-415 and CL-215T series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--|--|

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|---------------|
| 10. | Global Positioning System (GPS) | C | 1 | 0 | (M)(O) May be inoperative provided alternate procedures are established and used. | |
| 11. | Traffic Alert and Collision Avoidance System (TCAS I) | B | 1 | 0 | (M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. | |
| | | C | - | 0 | (M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. | |
| 12. *** | Automatic Dependent Surveillance-Broadcast (ADS-B) System | B | - | 0 | (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. | |
| | | | | | NOTE: Any ADS-B function that operates normally may be used. | |
| | | C | - | 1 | One may be inoperative. | |
| | | D | - | 0 | May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. | |
| | | | | | NOTE: Any ADS-B function that operates normally may be used. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 13. *** | ADS-B Out Extended Squitter Transmission | B | - | 0 | (M)(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used. | |
| | | C | - | 1 | (M)(O) One must be operative. | |
| | | D | - | 0 | (M)(O) May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used. | |
| 14. *** | ADS-B Out UAT Transmission | B | - | 0 | (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used. | |
| | | C | - | 1 | One must be operative. | |
| | | D | - | 0 | May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------|---|---|---|---|---------------|
| 15. *** | ADS-B In Transmission | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used. | |
| | | D | - | 0 | May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used. | |
| 16. | Radio Altimeter (RA) System | | | | | |
| | a) (CL-415) | C | 1 | 0 | (M)(O) May be inoperative provided landing weather minimums or operating procedures do not require its use. | |
| *** | b) (CL-215T series) | C | - | 0 | (M)(O) May be inoperative provided landing weather minimums or operating procedures do not require its use. | |

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52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------|---|---|---|--|------------|
| 1. | Door Open Warning CAS Message | C | 2 | 0 | (M)(O) May be inoperative provided: a) A flightcrew verifies all Doors are LATCHED prior to each takeoff, and b) FASTEN SEAT BELT Sign remains ON. | |

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73. Engine Fuel and Control

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------|---|---|---|--|------------|
| 1. | Fuel Flow Indicator | B | 2 | 1 | (O) One may be inoperative provided: a) Associated engine instruments are operative, b) fuel quantity indicator is operative, c) Fuel consumption is recorded, and d) Fuel quantity monitoring system is operative and reset after every flight. | |

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74. Ignition

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------------|---|---|---|---|---------------|
| 1. | Ignition System Exciter Unit Only | A | 4 | 2 | (M)(O) Two units may be inoperative provided: a) One ignition system per engine is operative, and b) Repairs are made within 3 flight-days. | |

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76. Engine Control

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1. | Handling Bleed Valve HBV OVRD (Manual Override) | C | 2 | 0 | (M)(O) May be inoperative provided: a) Automatic function of Handling Bleed Valve is operative, and b) Aircraft is not utilized for firefighting missions that require the use of the HBV manual override. | |

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77. Engine Indicating

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 1. | Integrated Instrument Display System (IIDS) (except CL215T1) | B | 3 | 2 | (O) One may be inoperative provided Reversion is used. | |

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97. Operator Defined

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------|---|---|---|--|---------------|
| 1. | Foam Injection System | C | 1 | 0 | (O) May be inoperative provided manual bilge pump function is operative. | |
| 2. | Water Door Cycle Counter | C | 1 | 0 | (O) May be inoperative provided the flightcrew records door cycles in the aircraft journey log. | |
| 3. *** | Infrared Camera | C | 1 | 0 | (M)(O) May be inoperative. | |
| 4. *** | Infrared Display | C | 2 | 0 | (M)(O) May be inoperative. | |
| 5. | Emergency Dump System | B | 1 | 0 | (O) May be inoperative for non-firefighting operations. | |
| 6. | Flood Warning System | B | 1 | 0 | (O) May be inoperative provided aircraft is not operated on water. | |
| 7. | Probe Light | B | 2 | 0 | (O) One or both may be inoperative for non-firefighting operations. | |
| 8. | Jack Ready Light | B | 4 | 0 | (O) One or more may be inoperative provided aircraft is not operated on water. | |
| 9. | Water Door Light | B | 4 | 0 | (O) Provided: a) Aircraft is not operated on the water, and b) Water doors position is visually verified. NOTE: If one or more water doors are open, due not exceed Vwd (129 KIAS). | |

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97. Operator Defined

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------------|---|---|---|--|---------------|
| 10. | Water Quantity Indicator | B | 4 | 2 | (O) One may be inoperative provided: a) One water probe is operative per tank, b) Water system is used in Salvo mode only, and c) Maximum lift off weight after water pickup is not exceeded. NOTE: Crew should not rely on water status panel weight calculation. | |
| 11. *** | Ground Fill Quantity Indicator System | B | 2 | 0 | (O) Determine water level on water status display on CL-415 or water gauges on CL-215T series depending on aircraft weight. | |