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TRANSPORT CANADA
MMEL SUPPLEMENT
TO
DASSAULT FALCON 50EX
MASTER MINIMUM EQUIPMENT LIST

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National Aircraft Certification
for Minister of Transport

July 15, 2024
Revision: 02

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TRANSPORT CANADA
Master Minimum Equipment List
Supplement

PAGE: I
REVISION: 02
JULY 15, 2024

DASSAULT FALCON 50EX

List of Effective Pages

Title Page

List of Effective Pages

I Revision 02 July 15, 2024

II Revision 02 July 15, 2024

Log of Revisions

III Revision 02 July 15, 2024

Reasons for Changes

IV Revision 02 July 15, 2024

Introduction

V Revision 02 July 15, 2024

Pages

21-1 Revision 02 July 15, 2024

22-1 Original Dec. 05, 2018

23-1 Original Dec. 05, 2018

23-2 Revision 02 July 15, 2024

23-3 Revision 01 May 30, 2019

23-4 Revision 01 May 30, 2019

25-1 Original Dec. 05, 2018

25-2 Original Dec. 05, 2018

25-3 Original Dec. 05, 2018

25-4 Revision 02 July 15, 2024

25-5 Revision 02 July 15, 2024

26-1 Original Dec. 05, 2018

31-1 Original Dec. 05, 2018

32-1 Original Dec. 05, 2018

33-1 Revision 02 July 15, 2024

33-2 Revision 02 July 15, 2024

34-1 Original Dec. 05, 2018

34-2 Original Dec. 05, 2018

34-3 Original Dec. 05, 2018

34-4 Original Dec. 05, 2018

34-5 Original Dec. 05, 2018

34-6 Original Dec. 05, 2018

34-7 Original Dec. 05, 2018

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

PAGE: II
REVISION: 02
JULY 15, 2024

DASSAULT FALCON 50EX

List of Effective Pages (cont'd)

Pages	34-8	Original	Dec. 05, 2018
	34-9	Original	Dec. 05, 2018
	34-10	Revision 02	July 15, 2024
	35-1	Original	Dec. 05, 2018
	35-2	Original	Dec. 05, 2018
	38-1	Revision 02	July 15, 2024
	38-2	Revision 02	July 15, 2024
	49-1	Original	Dec. 05, 2018
	73-1	Original	Dec. 05, 2018
	78-1	Original	Dec. 05, 2018

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

PAGE: III
REVISION: 02
JULY 15, 2024

DASSAULT FALCON 50EX

Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Dec. 05, 2018	All	
01	May 30, 2019	I, II, III, IV, V, 23-3, 23-4	
02	July 15, 2024	I thru V, 21-1, 23-2, 25-4, 25-5, 33-1, 33-2, 34-10, 38-1, 38-2	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

PAGE: IV
REVISION: 02
JULY 15, 2024

DASSAULT FALCON 50EX

Reasons for Changes

- General** Alignment with:
- EASA MMEL Revision 4
 - TC MMEL Guidance Book (GB) Revision 8

Item No.

- 21-4** Deleted. Refer to EASA MMEL.
- 21-9** Deleted. Refer to EASA MMEL.
- 23-6** Deleted. Refer to EASA MMEL.
- 25-13** Revised as per GB item 25-20-1. Removed relief for Passenger Convenience Items.
- 25-16** New item as per GB item 25-60-4.
- 33-1** Revised Repair Interval Category for day operations relief cases as per GB item 33-10-1.
- 33-2** Revised Repair Interval Category of second relief case as per GB item 33-10-1.
- 33-4** Revised Repair Interval Category of second relief case as per GB item 33-10-1.
- 33-6** Replaced “May” with “Must” in dispatch conditions.
- 33-9** Deleted. Refer to EASA MMEL.
- 33-10** Revised Repair Interval Category of second relief case as per GB item 33-40-1.
- 34-24** Deleted. Refer to EASA MMEL.
- 38-1** Revised as per GB item 38-10-1.
- 38-2** Revised as per GB item 38-30-1.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

PAGE: V
REVISION: 02
JULY 15, 2024

DASSAULT FALCON 50EX

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the EASA-Approved MMEL for the Dassault Falcon 50EX aircraft.

This MMEL Supplement must be used in conjunction with the EASA-Approved MMEL (Revision No. 4 or later applicable revision).

The information contained herein supersedes the existing EASA MMEL only for those items listed herein. For items not contained in this Supplement, consult the EASA-Approved MMEL.

Operating and/or maintenance procedures referred to in this Supplement are the same as those supporting the EASA MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement, and not indicated in the EASA-Approved MMEL must be provided by the operator.

This MMEL Supplement uses the standard four-column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP9155). The same definitions and symbols as the EASA MMEL are also used. Items that have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test - AARDC
National Aircraft Certification

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX		Revision No. 02 Date: July 15, 2024		Page: 21-1
System & Sequence Numbers		1.	2.	Number Installed
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
21 AIR CONDITIONING				
4. Triple Cabin Indicator (532H)				Deleted in Revision 2 Refer to EASA MMEL
9. CABIN and CREW Air Conditioning Systems: Valves (13H1, 13H2) and Controls (12H1, 12H2)				Deleted in Revision 2 Refer to EASA MMEL

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 22-1
System & Sequence Numbers		1.	2.	3.	4.
				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
22	AUTOFLIGHT				
1.	AP Function	B	1	0	No change from EASA MMEL
2.	FD Function	B	2	0	No change from EASA MMEL
3.	YD Function	B	1	0	No change from EASA MMEL
6.	Quick Disconnect Switches	C	2	1	One may be inoperative provided: a) The autopilot is not used below 1,500 ft. AGL, b) Approach minimums do not require the use of the autopilot, and c) The pilot flying has the operative disconnect switch.
		B	2	0	Both may be inoperative provided autopilot is not used.
7.	Go-Around Buttons	C	2	1	No change from EASA MMEL
		B	2	0	No change from EASA MMEL
8.	Flight Control Panel (FCP)	B	1	0	No change from EASA MMEL
		C	1	0	No change from EASA MMEL
9.	Servomotors (Pitch or Roll)	B	2	0	No change from EASA MMEL

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 23-1
System & Sequence Numbers		1.	2.	3.	4.
				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
23	COMMUNICATIONS				
2.	VHF System	D	-	-	Any in excess of those required by regulations may be inoperative provided:
					a) It is not powered by a standby or emergency bus,
					b) It is not required for emergency purposes, and
					c) VHF #1 is operative.
4.	Public Address System				
	(1) Cargo Configuration	D	1	0	May be inoperative provided all crew members are on the flight deck.
	(2) Passenger Configuration	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
5.	Cockpit Loudspeakers	C	2	0	May be inoperative provided:
					a) Procedures are not dependent on their use,
					b) Headsets are installed and used by each person on flight deck duty,
					c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and
					d) A spare headset must be readily available for crew use.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX		Revision No. 02 Date: July 15, 2024		Page: 23-2
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
23	COMMUNICATIONS			
6.	Headsets Microphones			Deleted in Revision 2 Refer to EASA MMEL
7.	CVR (Cockpit Voice Recorder)			
	If CVR and FDR required by regulations	A	1	0
				May be inoperative provided:
				a) The Flight Data Recorder is operative, and
				b) Repairs are made within three flight days.
	If only CVR required by regulations	A	1	0
				May be inoperative provided repairs are made within three flight days.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX				Revision No. 01 Date: May 30, 2019		Page: 23-3	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
23	COMMUNICATIONS						
15.	Future Air Navigation System (FANS) (STC SA13-72)						
	(1) UL-801 Data Link Management System	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
		D	1	0		May be inoperative provided procedures do not require its use.	
	(2) UL-801 VHF Communication Radio	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
		D	1	0		May be inoperative provided procedures do not require its use.	
	(3) ATC Annunciators	C	2	1		One annunciator may be inoperative provided Aural Unit and both FANS speakers are operative.	
		D	2	0		May be inoperative provided procedures do not require their use.	
	(4) Iridium Data Link Unit	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
		D	1	0		May be inoperative provided procedures do not require its use.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. 01 Date: May 30, 2019		Page: 23-4
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
23	COMMUNICATIONS				
15.	Future Air Navigation System (FANS) (cont'd) (STC SA13-72)				
	(5) Aural Annunciation Unit PRD60	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	(6) FANS Speakers	C	2	1	One may be inoperative provided Aural Unit and both ATC Annunciators are operative.
		D	2	0	May be inoperative provided procedures do not require their use.
	(7) Data Link Printer ***	D	1	0	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 25-1
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS				
1.	Crew Member Seats				
	(1) Vertical Adjustment	C	2	0	(O)(M) One or more may be inoperative on both seats provided: a) Seat is secured in a position allowing the crew member to adequately perform his duties, and [OPER 25-1 on section 2-25] b) Associated circuit breakers are pulled and collared. [OPER 24-0 on section 2-24]
	(2) Armrests	C	4	0	No change from EASA MMEL
	(3) Recline Adjustment	B	2	0	(M) One or more may be inoperative provided: a) Seat back is secured in a position acceptable to the affected crew member, and b) Seat is able to move full Fore and Aft on its track.
	(4) Headrests	C	2	0	No change from EASA MMEL

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 25-2
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS				
4.	Passenger Seats	D	-	-	(M) May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the aircraft aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTES: 1. A seat with an inoperative safety belt is considered inoperative. 2. Affected seat(s) may include the seat behind and/or the adjacent outboard seats.
	(1) Headrests	C	-	0	No change from EASA MMEL

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			Revision No. Original		Page:
DASSAULT FALCON 50EX			Date: Dec. 05, 2018		25-3
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS				
6.	ELT (Emergency Locator Transmitter)				
	(1) Fixed ELT	A	1	0	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
	(2) Survival Type ELT	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
7.	Lavatory Door Ashtray	A	1	0	May be missing or inoperative for 10 days.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX		Revision No. 02 Date: July 15, 2024		Page: 25-4	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS				
13.	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF program outlined in the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.
14.	First Aid Kit	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX					Revision No. 02 Date: July 15, 2024		Page: 25-5	
System & Sequence Numbers			1.	2.	Number Installed			
					3.	Number Required for Dispatch		
						4.	Remarks or Exceptions	
25	EQUIPMENT / FURNISHINGS							
14.	First Aid Kit (cont'd)							
	(1)	First Aid Kit Seal (Required First Aid Kits)	A	-	-	(O)	The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: a) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The kit includes a list of its contents, c) An inventory is taken on the content of the kit prior to departure, and d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).	
15. ***	Emergency Medical Kit		D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided procedures are established and used to alert crew members of missing or incomplete kits.	
16. ***	Automatic External Defibrillator (AED)		D	-	0	(O)	May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 26-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
26	FIRE PROTECTION				
2.	APU Fire Extinguisher	C	1	0	No change from EASA MMEL
3.	APU Fire Warning System	C	1	0	No change from EASA MMEL
4.	Hand Fire Extinguishers	D	-	-	(O)(M) Any in excess of those required by regulations may be inoperative or missing provided: a) The inoperative fire extinguisher(s) is/are removed from the passenger cabin and flight deck, 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 in the passenger compartment and flight deck, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 31-1
System & Sequence Numbers		1.	2.	3.	4.
				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
31 INDICATING / RECORDING SYSTEMS					
1. FDR (Flight Data Recorder)					
	(1) If FDR and CVR required by regulations	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within three flight days.
	(2) If FDR not required by regulations	D	-	0	
	(3) Digital FDR Recording Parameters required by regulations	A	-	-	Up to three digital recording parameters may be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days.
	(4) Digital FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 32-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
32	LANDING GEAR				
7.	Antiskid System	B	1	0	(O) May be inoperative provided: a) AFM limitations at takeoff and landing are respected, [OPER 32-7 on section 2-32] b) "NO TAKEOFF ..." warning system is verified before each departure, and [OPER 32-6 on section 2-32] c) Crew members are the only occupants of the aircraft.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX				Revision No. 02 Date: July 15, 2024		Page: 33-1
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
33	LIGHTS					
1.	Instrument Panel Lighting					
	(1) Glare Shield Ramp (SHIELD)	C	1	0		No change from EASA MMEL
		C	1	0		May be inoperative for day operations.
	(2) Integral Lighting	C	2	0		No change from EASA MMEL
		C	2	0		May be inoperative for day operations.
2.	Overhead Panel Lighting	C	1	0		No change from EASA MMEL
		C	1	0		May be inoperative for day operations.
4.	Cockpit Lighting (DOME)	C	2	1		No change from EASA MMEL
		C	2	0		May be inoperative for day operations.
6.	Cabin Interior Lighting: Normal Illumination	C	-	-		Must be sufficient for crew members to perform their duties.
9.	Landing Lights					Deleted in Revision 2 Refer to EASA MMEL
10.	Taxi Light	C	1	0		May be inoperative for night operations provided both landing lights are operative.
		C	1	0		May be inoperative for day operations.
13.	Anti-collision Lights	C	2	1		No change from EASA MMEL
		C	2	0		No change from EASA MMEL

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX				Revision No. 02 Date: July 15, 2024		Page: 33-2
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4. Remarks or Exceptions	
33	LIGHTS					
15.	Wing Ice Detection Lights	D	2	1	No change from EASA MMEL	
		C	2	0	Both may be inoperative provided:	
					a) Windshield Ice Detection Light is operative, and	
					b) Ground deicing procedures do not require their use.	
16.	Windshield Ice Detection Light	C	1	0	May be inoperative provided both Wing Ice Detection Lights are operative.	
		C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions at night.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 34-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4. Remarks or Exceptions	
34	NAVIGATION				
1.	Display Units (DU): Primary Flight Display (PFD) and Multifunction Flight Display (MFD)	A	4	3	Copilot MFD may be inoperative provided: a) Stand-by equipment is operative, b) RSP are operative, c) DCP are operative, and d) Repairs are made within one flight day. Note: As per EASA MMEL
5.	VOR/ILS Function	C	-	-	(O) Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative provided alternate procedures are established and used, where applicable. [OPER 34-5 on section 2-34] Note 1: As per EASA MMEL Note 2: The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			Revision No. Original		Page:
DASSAULT FALCON 50EX			Date: Dec. 05, 2018		34-2
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
34	NAVIGATION				
7.	Altitude Aural Warning	A	2	0	(O) Except where enroute operations require their use, both may be inoperative provided: a) Autopilot altitude hold is operative, and b) Repairs are made within three flight days. [OPER 22-1 on section 2-22]
		D	2	1	One may be inoperative.
10.	Standby Horizon and Power Supply	B	1	0	May be inoperative for day VMC. Note: Does not include VFR OTT.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 34-3
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
34	NAVIGATION				
11.	Standby Magnetic Compass	B	1	0	May be inoperative provided any combination of three gyro or INS(IRU) stabilized compass systems are operative.
		B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS(IRU) stabilized compass systems operate normally; and b) Aircraft is operated: 1) With dual independent navigation capability, and 2) Under positive radar control by ATC during the en-route flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.
		C	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, if necessary, used in conjunction with approved free gyro navigation techniques.
14.	DME (Distance Measuring Equipment)	D	2	-	Any in excess of those required by regulations may be inoperative. Note: As per EASA MMEL

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 34-4
System & Sequence Numbers		1.	2.	3.	4.
				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
34	NAVIGATION				
15.	ADF (Automatic Direction Finder)	D	-	-	Any in excess of those required by regulations may be inoperative. Note: The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
16.	ATC Transponder Function	C	-	-	As required by regulations.
17.	Weather Radar (WX)	D	1	-	Any in excess of those required by regulations may be inoperative.
19.	Radio Altimeter (RA)	A	1	0	May be inoperative provided: a) Approach and landing minima are not predicated on its use, and b) Repairs are made within three flight days.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			Revision No. Original		Page:
DASSAULT FALCON 50EX			Date: Dec. 05, 2018		34-5
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
34	NAVIGATION				
20.	E-GPWS/GPWS				
	Class A GPWS				
(1)	GPWS	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
	(a) Modes 1 to 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
	(b) Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.
	(c) Glideslope Deviation (Mode 5)	C	-	1	
		B	-	0	May be inoperative.
	(d) Advisory Callouts (Mode 6)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 34-6
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
34	NAVIGATION				
20.	E-GPWS/GPWS (cont'd)				
	Class A GPWS (cont'd)				
	(1) GPWS (cont'd)				
	(e) Windshear Mode (Mode 7) ***	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.
		B	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.
	(2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	May be inoperative.
	(3) Terrain Displays	B	-	0	May be inoperative.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 34-7
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
34	NAVIGATION				
20.	E-GPWS/GPWS (cont'd)				
	Class A GPWS (cont'd)				
(4)	Runway Awareness and Advisory System (RAAS) ***	C	1	0	May be inoperative.
	Class B GPWS				
(1)	GPWS	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
	(a) Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
	(b) Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX				Revision No. Original Date: Dec. 05, 2018		Page: 34-8
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
34	NAVIGATION					
20.	E-GPWS/GPWS (cont'd)					
	Class B GPWS (cont'd)					
	(1) GPWS (cont'd)					
	(c) Modes 2, 4 and 5 ***	C	3	0		May be inoperative.
	(d) Advisory Callouts	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.
	(e) Windshear Mode ***	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.
	(2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		May be inoperative.
	(3) Terrain Displays ***	C	-	0		May be inoperative.
	(4) Runway Awareness and Advisory System (RAAS) ***	C	1	0		May be inoperative.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:				Revision No. Original		Page:	
DASSAULT FALCON 50EX				Date: Dec. 05, 2018		34-9	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
34	NAVIGATION						
20.	E-GPWS/GPWS (cont'd)						
	Class C GPWS ***	C	-	0	(O)	May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
21.	TCAS (Traffic Alert and Collision Avoidance System)	B	1	0	(M)	May be inoperative provided the system is deactivated and secured.	
	(1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System	C	-	1		No change from EASA MMEL	
	(2) Resolution Advisory (RA) Display System	C	-	1		No change from EASA MMEL	
		C	-	0		No change from EASA MMEL	
	(3) Traffic Alert (TA) Display System	C	-	0		No change from EASA MMEL	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX		Revision No. 02 Date: July 15, 2024		Page: 34-10
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
34	NAVIGATION			
24.	Navigation Database			Deleted in Revision 2 Refer to EASA MMEL
25.	Navigation Databases Data Loader	C	1	0 May be inoperative provided Navigation Databases are not out of currency.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX				Revision No. Original Date: Dec. 05, 2018		Page: 35-1
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4. Remarks or Exceptions	
35	OXYGEN					
1.	Passenger Oxygen System	D	1	0	No change from EASA MMEL	
		B	1	0	(O) May be inoperative provided:	
					a) Minimum en route altitude does not exceed 13,000 ft above MSL,	
					b) Pressurization system is operative,	
					c) Flight remains at or below FL 250,	
					d) Portable oxygen units are provided for all crew members and 10% of the passengers for half an hour (supplemental oxygen), and	
					e) Passengers are appropriately briefed.	
	(1) Automatic Mode (drop out of masks)	B	1	0	(O)(M) May be inoperative provided:	
					a) Override and first aid are verified operative, [MAINT 35-1 on section 3-35]	
					b) If the need arises, the supply of oxygen is controlled by selection of the OVERRIDE (above 18,000 ft flight altitude) and FIRST AID (below 18,000 ft flight altitude) positions,	
					c) CABIN warning light and the "Cabin..." altitude aural warning are verified operative, and [OPER 21-6 on section 2-21]	
					d) Flight remains at or below FL 300.	
	(2) Passenger Masks	D	-	0	No change from EASA MMEL	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX		Revision No. Original Date: Dec. 05, 2018		Page: 35-2
System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
35	OXYGEN			
2.	First Aid Oxygen	1	1	Must be operative.
3.	Protective Breathing Equipment (PBE)	D	-	(O)(M) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative portable breathing equipment unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable breathing equipment unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. 02 Date: July 15, 2024		Page: 38-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
38	WATER/WASTE				
1.	Potable Water Systems	C	-	0	(O)(M) System may be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced. NOTES: 1. The (O) procedure addresses other means for water provision for crew members as well as the need to advise of system status during crew changes. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.
		C	-	-	(M) 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 the system that operates normally may be used.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX				Revision No. 02 Date: July 15, 2024		Page: 38-2	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
38	WATER/WASTE						
2.	Lavatory Waste System	C	1	0	(M)	May be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded “INOPERATIVE - DO NOT ENTER”. NOTES: 1. These provisions are not intended to prohibit inspections by crewmembers. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.	
		C	-	-	(M)	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 the system that operates normally may be used.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 49-1
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
49	AIRBORNE AUXILIARY POWER				
2.	N1 Indication	C	1	0	No change from EASA MMEL
3.	T5 Indication	C	1	0	No change from EASA MMEL

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX			Revision No. Original Date: Dec. 05, 2018		Page: 73-1
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
73	ENGINE FUEL AND CONTROL				
1.	Engine Computer				
(1)	Automatic Mode	A	3	2	No change from EASA MMEL
(2)	ENG 1 COMPUTER ENG 2 COMPUTER ENG 3 COMPUTER Caution Lights	A	3	2	One may be inoperative for three calendar days provided associated DEEC AUTO mode is considered inoperative. Refer to EASA MMEL item 73-1 (1)

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: DASSAULT FALCON 50EX				Revision No. Original Date: Dec. 05, 2018		Page: 78-1
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4. Remarks or Exceptions	
78	EXHAUST					
1.	Thrust Reverser	C	-	0	(M)	May be inoperative provided: a) It has sustained no damage, b) Thrust Reverser is deactivated and secured in the stowed position, and [MAINT 78-1 on section 3-78] c) Takeoff and Landing are not performed on icy runway.
2.	REV UNLOCK Warning Light	C	1	0		No change from EASA MMEL