

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

<b>Aircraft – Aéronef</b> Canadair CL 600-2B19/-2C10/-2D15/-2D24/-2E25	<b>Revision N° - N° de révision:</b> TR 75	<b>Page</b> 1 of 3
	<b>Date:</b> Dec 21/10	

**TEMPORARY REVISION No 75**

**LETTER OF TRANSMITTAL**  
**Based on EASA CRJ MMEL Rev. 20**

REASON FOR ISSUE:

- The MMEL Temporary Revision 75 is based on the EASA approved TRS No 37.
  - TRS No 37 introduces item 27-51-04 Slat Disconnect Detection System 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:

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27-6

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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.

<b>Temp Rev #</b>	<b>Pages Affected</b>	<b>EASA approval</b>	<b>Description of Revision</b>	<b>Date Incorporated Signature</b>
75	27-6	TRS No.37 Colin Hancock, EASA MMEL Section Manager, for and of behalf of the EASA, 20 December 2010.	TRS No 37 introduces item 27-51-04 Slat Disconnect Detection System for the CL- 600-2E25 model.	

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<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>				
51-04 Slat Disconnect Detection System				
1) (600-2C10, 600-2D15, 600-2D24 without ModSum 670T30446)	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.
2) (600-2C10, 600-2D15, 600-2D24 with ModSum 670T30446), (600-2E25)	A	1	0	(M#)(O) 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, b) Slats are inspected before next flight to ensure no mechanical disconnect is present if 0g or negative g is encountered as result of pilot maneuvering in last flight, and c) Repairs are made within three flight days.