



Transport  
Canada

Transports  
Canada

**TRANSPORT CANADA**

**MMEL SUPPLEMENT**

**TO**

**AIRBUS INDUSTRIE A310**

**MASTER MINIMUM EQUIPMENT LIST**

**Walter Istchenko**  
**Chief, Flight Test**  
**National Aircraft Certification**  
**for Minister of Transport**

**February 22, 2019**  
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Original	Nov. 26, 1987	All	N/A
01	Jan. 29, 1988	24-1, 24-2, 24-3	
02	Jun. 01, 1988	L-1, 27-1, 31-1	
03	Nov. 09, 1992	I, I, II, III, 22-1, 23-1, 23-2, 23-3, 23-4, 24-1, 25-1, 25-2, 25-3, 26-1, 26-2, 26-3, 27-1, 27-2, 28-1, 29-1, 30-1, 30-2, 30-3, 31-1, 33-1, 34-1, 34-2, 34-3, 35-1, 35-2, 35-3, 36-1, 52-1, 52-2, 73-1, 77-1, 77-2, 77-3, 78-1	
04	Jun. 26, 1997	I, II, III, IV, V, VI, VII, VIII, IX, X, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 26-2, 26-3, 26-4, 30-2, 30-3, 33-1, 33-2, 34-1, 34-2, 34-3, 35-1, 35-2, 35-3, 36-1, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 77-2, 77-3	
05	Oct. 24, 2000	All	
06	Jun. 15, 2002	I, II, III, IV, V, VI, VII, VIII, IX, X, XI, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 22-1, 22-2, 22-3, 23-1, 23-2, 23-4, 23-5, 23-6, 23-6, 23-7, 23-8, 23-9, 25-1, 25-3, 25-4, 25-5, 25-6, 25-8, 25-9, 25-10, 25-11, 25-12, 25-13, 25-14, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, 27-1, 27-2, 27-3, 28-1, 28-2, 30-1, 30-3, 30-4, 31-1, 31-2, 33-2, 33-3, 33-4, 33-5, 34-1, 34-3, 34-4, 34-5, 34-7, 34-8, 34-9, 34-10, 35-1, 35-5, 36-1, 38-1, 38-2, 52-2, 52-3, 52-4, 52-11, 77-1, 77-2	
07	Jan. 22, 2003	I, II, III, IV, V, VI, VII, VIII, 28-1	
08	Feb. 26, 2003	I, II, III, IV, V, VI, VII, VIII, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 52-8, 52-9, 52-10, 52-11, 52-12, 52-13, 52-14	
09	Jul. 30, 2003	I, II, III, IV, V, VI, VII, VIII, 22-1	
10	Jan. 06, 2004	I, II, III, IV, V, VI, VII, VIII, 22-1, 23-2, 25-1, 25-2, 28-1, 30-4, 34-3, 34-4, 34-5, 34-6, 52-10, 52-11, 52-14	

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11	Jul. 28, 2004	I, II, III, IV, V, VI, VII, VIII, 23-1, 25-6, 25-14, 33-3, 77-1, 77-2	
12	Aug. 21, 2007	I, II, III, IV, V, VI, VII, VIII, 23-9	
13	Aug. 18, 2014	All	
14	Oct. 15, 2014	I, II, III, IV, V, VI, VII, VIII, 23-7, 23-11, 34-7 to 34-11	
15	Dec. 10, 2015	I, II, III, IV, V, VI, VII, VIII, 21-1, 21-3, 23-1, 23-6, 34-4, 46-1	
16	Feb. 22, 2019	I to IX, 23-1 to 23-12, 25-1, 25-2, 25-6, 25-7, 25-8, 25-9, 31-2, 33-2, 33-3, 33-4, 33-5, 34-3 to 34-7, 34-9, 34-10, 34-11	



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**Reasons for Changes**

<b>General</b>	Alignment with EASA MMEL Revision 21 (dated Aug. 01, 2018).
<b>Item #</b>	<b>Description of Change</b>
23-1	Revised as per GB item 23-10-1. Notes under both reliefs reflect dispatch limitations from EASA MMEL.
23-2	Revised Number Installed and added (O)(M) as per EASA MMEL. Revised Note to reflect limitation from EASA MMEL.
25-1	Removed relief for shoulder harness from TCS as well as EASA MMEL. Re-arranged remaining sub-items as b), c), and d).
25-7	Revised item title as per EASA MMEL.
25-8	Revised item title as per EASA MMEL.
25-15	Deleted. Refer to EASA MMEL.
25-18	Added Repair Interval Category (cat D) and revised Number Installed as per EASA MMEL. Deleted information on Remarks or Exceptions. At least one crash axe must be operative as per CAR 705.
25-21	Split ELT into items 21 (Survival ELT) and 22 (Automatic ELT). Relief as per GB item 25-60-1.
25-22	Split ELT into items 21 (Survival ELT) and 22 (Automatic ELT). Relief as per GB item 25-60-1.
31-14	Revised NOTE under b) as per EASA MMEL. Revised title of c) and i) as per EASA MMEL. Added j) as per EASA MMEL.
33-10	New item with Repair Interval Category (cat D) for a), second relief, as well as b), third relief, as per GB item 33-40-1.
33-14	Revised item title as per EASA MMEL. Re-arranged a) to address relief for individual light as well as exit markers/identifiers as per EASA MMEL. Revised Number Required of b) as per GB item 33-50-1.
34-18	New item with b) as per GB 34-50-1 and c) as per TC Global Change 11.
34-19	New item with b) as per TC Global Change 11.
34-21	Added Note to reflect EASA MMEL dispatch limitation.
34-22	Minor editorial change in item title.
34-24	Added Note to reflect EASA MMEL dispatch limitation.
34-25	Revised Remarks or Exceptions as per TC Global Change 11.
34-29	Moved relief cases to 34-29A. Removed 34-29 from TCS.
34-29A	Merged with previous 34-29. Reformatted as per EASA MMEL. Repair Interval Category of E) is B as the function (terrain system) is now required by regulations.

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<b>Item #</b>	<b>Description of Change</b>
34-30-02	Moved e) under item 34-41.
34-36A	New item with b) and c) as per GB item 34-40-3.
34-37	Deleted. Refer to EASA MMEL.
34-37-02	Moved b) under item 34-41.
34-41	Added STC SA12-75 to item applicability.

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## **Introduction**

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This Transport Canada MMEL Supplement constitutes a mandatory change to the EASA Approved MMEL for the Airbus Industrie A310.

This MMEL Supplement must be used in conjunction with the EASA Approved MMEL Revision 21 dated Aug. 01, 2018.

The information contained herein supersedes the existing EASA Approved 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 Approved MMEL unless otherwise indicated. Where there are no procedures provided by the manufacturer, it will be the responsibility of the operator to develop adequate procedures.

The EASA MMEL has entries where the "Remarks or Exceptions" column states "as required by regulations". Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.

This MMEL Supplement uses the four column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155E). The same definitions and symbols as are used in the EASA Approved MMEL are applicable. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.

The Rectification Interval Extension Process established by the operator in conjunction with its approving authority supersedes that process on MMEL 01-00 Pg 4.

Comments and inquiries should be directed to:

Transport Canada  
Chief, Flight Test - AARDC  
National Aircraft Certification

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Aircraft:				Revision No. 15		Page:	
AIRBUS INDUSTRIE A310				Date: Dec. 10, 2015		21-1	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
21	AIR CONDITIONING						
1	Air Conditioning Packs	C	2	1	a)	No change from EASA MMEL.	
					- or -		
		C	2	2	(O)(M) b)	No change from EASA MMEL.	
					- or -		
		D	2	0	(O)(M) c)	Both may be inoperative provided:	
					1)	Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL,	
					2)	Three recirculation fans operate normally, and	
					3)	Cargo is not carried in associated compartment.	
					NOTE:		
					Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.		
10	RAM AIR Inlet Valve	C	1	0		Except for ER operations and extended overwater flight, may be inoperative provided:	
					a)	Valve is in open position,	
					b)	Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, and	
					c)	Cargo is not carried in associated compartment.	
					Refer to FCOM 2.18.20 (Flight without cabin pressurization).		

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21	AIR CONDITIONING						
29	Cabin Pressure Automatic Control System	C	2	1	(O)(M) a) No change from EASA MMEL.		
					-or-		
		C	2	0	(O)(M) b) Both may be inoperative provided: 1) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, and 2) Cargo is not carried in associated compartment.  NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.		

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21	AIR CONDITIONING				
31	Cabin Pressure Outflow Valve				
a)	All Passenger Version and Freighter Version (if applicable)	C	2	1	(O)(M) No change from EASA MMEL.
b)	Combi Version (if applicable)		2	2	Must be operative.
c)	All Versions	C	2	0	(O)(M) May be inoperative provided: <ul style="list-style-type: none"> <li>1) Affected valve(s) is secured OPEN,</li> <li>2) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL,</li> <li>3) Extended overwater operations are prohibited, and</li> <li>4) Cargo is not carried in associated compartment.</li> </ul>

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21	AIR CONDITIONING				
40	"DIFF PRESS" ind.	C	1	0	a) No change from EASA MMEL.  - or -
		C	1	0	(O) b) May be inoperative provided: 1) "CAB ALT" indicator is operative, and 2) A chart is provided to convert cabin altitude to differential pressure.  -or-
		D	1	0	(O) c) May be inoperative provided: 1) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, and 2) Cargo is not carried in associated compartment.  NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

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21	AIR CONDITIONING				
41	Cabin "V/S" ind.	C	1	0	a) No change from EASA MMEL.  - or -
		C	1	0	b) May be inoperative provided all other instruments and functions of the pressurization system are operative.  - or -
		D	1	0	(O) c) May be inoperative provided: 1) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, and 2) Cargo is not carried in associated compartment.  NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.



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					4.	Remarks or Exceptions	
21	AIR CONDITIONING						
42	“CAB ALT” ind.	C	1	0		a) No change from EASA MMEL.  - or -	
		C	1	0	(O)	b) May be inoperative provided: 1) “DIFF PRESS” indicator is operative, and 2) A chart is provided to convert cabin differential pressure to cabin altitude.  - or -	
		D	1	0	(O)	c) May be inoperative provided: 1) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, and 2) Cargo is not carried in associated compartment.  NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.	
55	Cabin Altitude Warning System	C	1	0		May be inoperative provided flight is conducted at or below 10,000 ft MSL.	

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				4.	Remarks or Exceptions
22	AUTOMATIC FLIGHT SYSTEM				
3	Pitch Trim Rocking Levers	C	2	1	One may be inoperative for the pilot not flying provided manual pitch trim control wheels operate normally.
5	Flight Control Computer (FCC)				
a)	Flight Director (FD)	C	2	0	Except where enroute operations require its use, may be inoperative provided: <ul style="list-style-type: none"> <li>1) Approach procedures are not dependent on its use,</li> <li>2) Autopilot is considered inoperative,</li> <li>3) Windshear escape guidance is considered inoperative, and</li> <li>4) If installed, takeoff and/or go-around switches are considered inoperative.</li> </ul>
b)	Autopilot (AP)	C	2	1	a) No change from EASA MMEL.
					- or -
		B	2	0	b) Both may be inoperative provided enroute operations and approach minimums do not require their use.

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22	AUTOMATIC FLIGHT SYSTEM						
6	AP Disconnect Push Buttons	C	2	1	(O)	a)	One may be inoperative provided: 1) The autopilot is not used below 1,500 ft AGL, 2) Approach minimums do not require the use of the autopilot, and 3) The pilot flying has the operative disconnect.  - or -
		B	2	0		b)	May be inoperative provided the autopilot is not used.
7	“AP OFF” Warning Message on ECAM	C	1	0		a)	No change from EASA MMEL.  - or -
		B	1	0		b)	May be inoperative provided the autopilot is considered inoperative and not used.

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22     AUTOMATIC FLIGHT SYSTEM				
8       Flight Mode Annunciator (FMA on PFD)				
a) ATS modes				No change from EASA MMEL.
b) LAND capability (CAT 1, CAT 2, CAT 3 indications)				No change from EASA MMEL.
c) AP/FD longitudinal and lateral modes	C	2	1	a) No change from EASA MMEL.  - or -
	B	2	0	b) No change from EASA MMEL.
d) AP and FD engagement	C	2	1	a) No change from EASA MMEL.  - or -
	B	2	0	b) No change from EASA MMEL.

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					3.	Number Required for Dispatch		
						4.	Remarks or Exceptions	
23	COMMUNICATIONS							
1	HF Communication System	D	-	-			a) Any in excess of those required by regulations may be inoperative. NOTE: For ETOPS, if HF is required, HF 1 voice mode must be operative.  -or-	
		C	2	1	(O)	b)	May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: 1) SATCOM Voice or Data Link operates normally, 2) Alternate procedures are established and used, 3) SATCOM coverage is available over the intended route of flight, and 4) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.  NOTES: 1. SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities. 2. For ETOPS, if HF is required, HF 1 voice mode must be operative.	

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23	COMMUNICATIONS						
2	VHF Communication System	D	3	-	(O)(M)	Any in excess of those required by regulations may be inoperative provided: a) It is not powered by a standby or emergency bus, and b) It is not required for emergency purposes.  NOTE: If ACARS is installed, VHF 3 may be used as one of the VHF's required by regulations, provided that the ACARS is deactivated.	
3	SELCAL	C	-	-	a)	May be inoperative provided alternate procedures are established and used.  -or-	
		D	-	-	b)	May be inoperative provided procedures do not require its use.	

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23	COMMUNICATIONS				
4	Flight Interphone System				
a)	Cockpit Intercommunications	C	1	1	No change from EASA MMEL.
b)	Cockpit Call / Mech Call	C	1	0	(O) a) May be inoperative provided alternate procedures are established and used.
					-or-
		D	1	0	b) May be inoperative provided procedures are not dependent on its use.
c)	Ground External Horn				No change from EASA MMEL.
5	Audio Control Panel System				
a)	Audio Control Panels (ACP)		-	-	Must be operative for each person on flight deck duty including any person occupying an observer's seat in an official capacity.
1)	Third Occupant Seat Panel	B	1	0	a) May be inoperative except when required by a person in an official capacity.
					-or-
		D	1	0	b) May be inoperative provided the seat is not required to be available in an official capacity for extended periods of time.
2)	Fourth Occupant Seat Panel	D	1	0	

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23	COMMUNICATIONS				
6	INT / RADIO Selector				
a)	Control Wheel	B	2	1	(M) One may be inoperative provided: 1) Associated RADIO / INT switch on ACP operates normally, and 2) Affected switch is deactivated in the non-transmitting position.
b)	Audio Control Panel	B	2	1	(M) One may be inoperative provided: 1) Associated RADIO / INT switch on the control wheel operates normally, and 2) Affected switch is deactivated in the non-transmitting position.



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23 COMMUNICATIONS					
7 Cabin Interphone System					
a) All Passenger Version (if applicable)	B	-	1	(O)	a) May be inoperative provided: 1) An operative flight deck/cabin interphone system (two way) is at an operative cabin attendant seat, 2) The public address system is verified operative prior to each flight, and 3) Alternate communications procedures between the affected cabin attendant station(s) are established and used.  NOTE: Any station function(s) that operates normally may be used.  -or-
	A	-	0	(O)	b) May be inoperative for non-passenger carrying operations for one flight day provided: 1) Crew members are the only occupants of the aircraft, and 2) Alternate procedures are established and used.
b) Freighter Version (if applicable)	D	1	0		May be inoperative provided all crew members are on the flight deck.
c) Combi Version (if applicable)		1	1		Must be operative.

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23	COMMUNICATIONS						
8	Ground Service Interphone Jack	C	-	0	(O)	One or more may be inoperative provided: 1) GND SERVICE INTPH switch is set to OFF position, and 2) Alternate procedures are established and used.	
9	Passenger Address System						
	a) Passenger Address System	B	1	0	(O)	a) May be inoperative provided: 1) Alternate, normal and emergency procedures and/or operating restrictions are established and used; 2) Flight deck / cabin interphone system (two way) with associated calls (e.g. chimes) is verified operative prior to each flight, and 3) Megaphone(s) is/are readily available and operative.  -or- b) May be inoperative for non-passenger carrying operations for one flight day provided: 1) Crew members are the only occupants of the aircraft, and 2) Alternate procedures are established and used.	
	b) Passenger Address Amplifier	A	1	0	(O)	No change from EASA MMEL.	

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23	COMMUNICATIONS				
11	Megaphones				Refer to 25-32.
12	Boomsets				
a)	Microphone	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
b)	Headset Function	C	-	0	One or more may be inoperative provided headsets are operative for each person on flight deck duty.
15	Cockpit Loudspeakers				
a)	Communication functions	C	2	0	May be inoperative provided: 1) Procedures are not dependent on their use, 2) Headsets are installed and used by each person on flight deck duty, and 3) A spare headset must be readily available for crew use.
b)	Warning functions				All aural alerts, messages and other communication, normally routed through the flight deck speakers, are audible through the headsets. Refer to EASA MMEL item 31-9.
16	Cockpit Voice Recorder	A	1	0	May be inoperative provided: 1) Flight data recorder operates normally, and 2) Repairs are made within three flight days.

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23	COMMUNICATIONS				
17	Call System				
a)	to cockpit	B	1	1	One or more visual signals may be inoperative in the cockpit provided aural alert is operative.
b)	to cabin	B	1	0	One or more visual signals and associated aural signal may be inoperative in the cabin provided: 1) The passenger address is operative from the cockpit, and 2) Affected alert is not used for lavatory smoke detector alerting.
18	Aircraft Communications Addressing and Reporting System (ACARS) (If installed)	C	1	0	a) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.
		D	1	0	-or- b) May be inoperative provided routine procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.
19	Satellite Communication System (if installed)	D	1	0	
1)	True North SATCOM (STC SA13-75)	D	1	0	May be inoperative provided procedures do not require its use.

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23	COMMUNICATIONS				
22	Cockpit Door Surveillance System (CDSS)				
a)	Electronic System	A	1	0	(O) a) May be inoperative provided: 1) Alternate procedures are established and used, and 2) Repairs are made within three flight days.  -or-
		C	1	0	(O) b) May be inoperative provided: 1) A flight deck door viewing port is installed and operates normally, and 2) Alternate procedures are established and used.  -or-
		D	1	0	c) May be inoperative provided procedures do not require its use.

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					4.	Remarks or Exceptions	
23	COMMUNICATIONS						
22	Cockpit Door Surveillance System (CDSS)						
	b) Viewing Port	A	1	0	(O)	a)	May be inoperative provided: 1) Alternate procedures are established and used, and 2) Repairs are made within three flight days.
							-or-
		C	1	0	(O)	b)	May be inoperative provided: 1) A flight deck door viewing port is installed and operates normally, and 2) Alternate procedures are established and used.
							-or-
		D	1	0		c)	May be inoperative provided procedures do not require its use.
23	Pre-recorded Announcement and Music Reproducer (PRAM) (if installed)	C	1	0	(O)		May be inoperative provided alternate procedures are established and used.

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23	COMMUNICATIONS						
24	Cabin Handset	B	-	3	(O)	May be inoperative provided: 1) Fifty percent of cabin handsets operate normally, 2) One handset must operate normally at each pair of exit doors, 3) Operative handset(s) is located at an operative cabin attendant seat, and 4) Alternate communications procedures between the affected cabin attendant station(s) are established and used.  NOTES: 1. An operative handset at an inoperative cabin attendant seat shall not be counted to satisfy the fifty percent requirement. 2. Any handset(s) function(s) that operates normally may be used.	
25	Flight Deck Handset	C	1	0	(O)	a) May be inoperative provided: 1) Flight deck to cabin communication operates normally, and 2) Alternate procedures are established and used.  - or -	
		D	1	0		b) May be inoperative provided routine procedures do not require its use.	

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23	COMMUNICATIONS						
28	Satcom CMA-2102 (STC SA07-72) (if installed)	D	1	0	(M)	May be inoperative provided system is deactivated.	
29	AirCell ST-3100 (STC SA07-72) (if installed)	D	1	0	(M)	May be inoperative provided system is deactivated.	
30	Universal CMU / VDR (STC SA13-75)	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.	
a)	ATC Annunciators (Visual Alert)	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.	
b)	Aural Annunciation Unit (PRD60)	-	1	0		May be inoperative provided Universal CMU / VDR is considered inoperative.	
c)	FANS Speakers (Aural Alert)	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.	



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						4.	Remarks or Exceptions
24	ELECTRICAL POWER						
15	Battery Channels	B	3	2	(O)	Except for ER operations, Battery 3 may be inoperative provided: 1) No change from EASA MMEL, 2) No change from EASA MMEL, 3) No. 3 IRU is considered inoperative, 4) In-flight APU Start is not attempted, and 5) Approach minimums do not require its use.	
17	Battery Charge Limiters	B	3	2	(O)	Except for ER operations, Battery 3 may be inoperative provided: 1) No change from EASA MMEL, 2) No change from EASA MMEL, 3) No. 3 IRU is considered inoperative, 4) In-flight APU Start is not attempted, and 5) Approach minimums do not require its use.	

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25	EQUIPMENT / FURNISHINGS			
1	Cockpit Crewmember Seat			
	A) Pilot Seat			
	a) Adjustment System			
	A1) Manual Control			
	1) Horizontal Adjustment	2	2	No change from EASA MMEL.
	2) Vertical Adjustment	C 2	0	a) No change from EASA MMEL.
				- or -
		B 2	0	b) One or both may be inoperative provided:
				1) Seating position is acceptable to the affected crew members, and
				2) Egress is not impaired.
	3) Recline Adjustment	B 2	0	(M) May be inoperative provided seating position is acceptable to the affected crew members.
	4) Other Adjustments	C 2	0	May be inoperative provided the seating position is acceptable to the affected crew members.
	A2) Electrical Control (if installed)	C 2	0	(M) No change from EASA MMEL.

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25	EQUIPMENT / FURNISHINGS						
1	Cockpit Crewmember Seat (cont'd)						
	A) Pilot Seat (cont'd)						
	b) Armrest	C	4	0	(M)	One or more may be inoperative provided: 1) Affected armrest is stowed in the retracted position or removed, and 2) Seat is acceptable to affected crew member.	
	c) Headrest (if installed)	D	2	0		No change from EASA MMEL.	
	d) Fifth Strap (if installed)	D	2	0	(O)	No change from EASA MMEL.	
	B) Third Occupant Seat (Including Associated Equipment)	B	1	0	(M)	a) May be inoperative except when required by a person in an official capacity provided the seat is removed, stowed, or secured in the retracted position.	
		D	1	0	(M)	- or - b) May be inoperative provided: 1) The seat is not required to be occupied in an official capacity for extended periods of time, and 2) The seat is removed, stowed, or secured in the retracted position.	
	C) Forth and Supplemental Occupant Seats (Including Associated Equipment) (if installed)	D	-	0		May be inoperative provided procedures do not require its use.	

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25	EQUIPMENT / FURNISHINGS						
2	Passenger Seat	D	-	-	(M)	a) No change from EASA MMEL.  - or -	
		D	-	-	(M)	b) No change from EASA MMEL. NOTES: 1. A seat with an inoperative safety belt is considered inoperative. 2. For seats in the left and right (outboard) sections, the affected seat(s) may include the seat behind and/or the adjacent outboard seats. 3. For center section, the affected seat may only be seat aft of inoperative seat.  - or -	
		D	-	-	(M)	c) No change from EASA MMEL.  - or -	
		C	-	-	(O)	d) One or more underseat baggage restraining bars may be inoperative or missing provided: 1) Baggage is not stowed under the associated seat or seat assembly, 2) Associated seat or seat assembly is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and 3) Procedures are established and used to alert crew members of inoperative or missing restraining bar.	

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25	EQUIPMENT / FURNISHINGS				
2	Passenger Seat (cont'd)				
		D	-	-	(M) e) One or more armrests may be inoperative or missing provided: 1) Armrest does not block an emergency exit, 2) Armrest does not restrict any passenger from access to the main aircraft aisle, and 3) If armrest is missing, seat is secured in the full upright position.
3	Cabin Attendant Seats				
	A) All Passenger Version				
	a) Required Cabin Attendant Seats	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: 1) Affected seat position or seat assembly is not occupied, 2) Cabin attendant(s) displaced by inoperative seat(s) occupies either an adjacent cabin attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, 3) Alternate procedures are established and used as published in crewmembers manuals, 4) Folding type seat stows automatically or is secured in the retracted position, and

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25 EQUIPMENT / FURNISHINGS				
3 Cabin Attendant Seats (cont'd)				
A) All Passenger Version (cont'd)				
a) Required Cabin Attendant Seats (cont'd)				5) Passenger seat(s) assigned to cabin attendant is placarded "FOR CABIN ATTENDANT USE ONLY".
				NOTES:
				1. An automatic folding seat that will not stow automatically is considered inoperative.
				2. A seat position with a missing or inoperative required component, such as a safety belt (including shoulder harness) or headrest, renders the seat inoperative.
b) Excess Cabin Attendant Seats	D	-	-	(M) Seats or seat assemblies in excess of requirements and not assigned to a cabin attendant may be inoperative provided they are not occupied, are placarded and are:
				1) Properly stowed, or
				2) Secured in the retracted position, or
				3) Removed.
				NOTES:
				1. An automatic folding seat that will not stow automatically is considered inoperative.
				2. A seat position with a missing or inoperative required component, such as a safety belt (including shoulder harness) or headrest, renders the seat inoperative.

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25	EQUIPMENT / FURNISHINGS				
3	Cabin Attendant Seats (cont'd)				
	B) Freighter Version (if applicable)	D	1	0	May be inoperative provided affected seat or seat assembly is not occupied.
	C) Combi Version (if applicable)				No change from DGAC MMEL.
4	Evacuation Slide or Slide Raft	-	6	5	One may be inoperative provided associated exit is considered inoperative. Refer to 52-1.
7	Cabin Emergency Flashlight				
	a) Flashlights	C	-	0	(O) May be inoperative or missing provided each inoperative or missing cabin attendant flashlight is replace with a flashlight of equivalent characteristics readily available.
	b) Holders	C	-	0	(M)(O) May be inoperative or missing provided alternate stowage provisions are provided.
8	Cockpit Flashlight	C	2	1	One may be inoperative provided operations are not conducted at night.

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25	EQUIPMENT / FURNISHINGS				
13	Smoke Screen (applicable to Freighter and Combi Versions)	C	1	0	May be damaged or missing provided cargo is not carried in the upper deck cargo compartment.  NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
	A) Smoke Screen Zipper Fastener	C	2	1	No change from EASA MMEL.
14	Bulkhead Partition (applicable to Combi Version)	C	1	0	May be damaged or missing provided cargo is not carried in the upper deck cargo compartment.  NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
15	Life Jacket				Deleted in Revision 16 Refer to EASA MMEL



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25	EQUIPMENT / FURNISHINGS						
18	Crash Axe / Crowbar	D	-	1			
19	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: 1) Required distribution is maintained, and 2) Procedures are established and used to alert crew members of missing or incomplete kits.	
	a) 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: 1) The first aid kit is fully equipped or the kit has a maximum of one missing item, 2) The kit includes a list of its contents, 3) An inventory is taken on the contents of the kit prior to departure, and 4) Procedures are established and used to alert crew members of: a) The missing or broken seal, and b) The need to perform an inventory under proviso 3).	
21	Survival (Portable) Emergency Locator Transmitter (ELT) (if installed)	D	-	-		Any in excess of those required by regulations may be inoperative or missing.	

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25	EQUIPMENT / FURNISHINGS				
22	Automatic Emergency Locator Transmitter (ELT)	D	-	-	a) Any in excess of those required by regulations may be inoperative or missing. - or -
		A	-	-	(M) b) May be inoperative provided: 1) Placard is displayed in the flight deck indicating the date ELT has been removed, and 2) Repair or replacement is made within the time interval prescribed by regulations.
25	Overhead (Storage) Bin(s) / Cabin and Galley Storage Compartments / Closets	C	-	-	(M) a) May be inoperative provided: 1) Procedures are established and used to secure bins / compartments / closets CLOSED, 2) Associated bin / compartment / closet is prominently placarded DO NOT USE, 3) Compartment is not used for storage of emergency equipment, and 4) Affected compartment is not used for storage of any item(s) except for those permanently affixed.  NOTES: 1. If no partitions are installed, the entire overhead storage compartment is considered to be one bin or compartment. 2. An inoperative lid / door latch renders the lid / door inoperative.

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				4. Remarks or Exceptions
25 EQUIPMENT / FURNISHINGS				
25 Overhead (Storage) Bin(s) / Cabin and Galley Storage Compartments / Closets (cont'd)	C	-	-	(M)(O) b) May be inoperative provided: 1) Affected bin / compartment / closet door(s) is removed, 2) Associated bin / compartment / closet is not used for storage of any items, except those permanently affixed, 3) Associated bin / compartment / closet is prominently placarded DO NOT USE, 4) Procedures are established and used to alert crew members and passengers of inoperative bins / compartments / closets, and 5) Passengers are briefed that associated bin / compartment / closet is not used. NOTES: 1. If no partitions are installed, the entire overhead stowage compartment is considered one bin or compartment. 2. Any emergency equipment located in the associated compartment (permanently affixed) is available for use. 3. An inoperative lid / door latch renders the lid / door inoperative.

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25 EQUIPMENT / FURNISHINGS				
26 Passenger Convenience Items / NEF				
a) Passenger Convenience Items	-	0		<p>NOTES:</p> <ol style="list-style-type: none"> <li>Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs.</li> <li>For operators with NEF defect rectification and control procedures, refer to sub-item (b) (NEF) only.</li> </ol> <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, and overhead reading lamps. Items addressed elsewhere in this document shall not be included.</p> <p>(M) and (O) procedures may be required and included in the MEL.</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>Exterior lavatory door ash trays are not considered convenience items.</li> <li>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".</li> <li>Movie equipment individual screens, if applicable, must be capable of being stowed.</li> <li>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.</li> </ol>

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25	EQUIPMENT / FURNISHINGS						
26	Passenger Convenience Items / NEF (cont'd)						
	b) Non-Essential Equipment and Furnishings (NEF)		-	0		May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's defect rectification and control procedures. The NEF policies are outlined in the operator's Maintenance Control Manual. (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 ash trays are not considered convenience items.	
27	Emergency Medical Kit	D	-	-	(O)	a)	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.  - or -
		A	-	0	(O)	b)	May be incomplete or missing provided: 1) The kit is sealed in a manner that will identify it as a unit that cannot be mistaken for a serviceable unit, and 2) Replacements are made within one flight.

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25	EQUIPMENT / FURNISHINGS						
27	Emergency Medical Kit (cont'd)						
	a) Emergency Medical Kit Seal	B	-	-	(O)	The seal affixed on the exterior of the emergency medical kit may be missing or broken provided: 1) The emergency medical kit is fully equipped, 2) The kit includes a list of its contents, 3) An inventory is taken on the contents of the kit prior to departure, and 4) Procedures are established and used to alert crew members of: a) The missing or broken seal, and b) The need to perform an inventory under proviso 3).	
28	Exterior Lavatory Door Ashtrays	A	-	-		a) Up to and including 50 percent may be missing or inoperative for 10 days.  - or -	
		A	-	-		b) More than 50 percent may be missing or inoperative for 3 days.  NOTE: Interior lavatory ashtrays are considered under passenger convenience items / NEF and are not required by regulations.	

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				4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS				
29	Lavatory NO SMOKING Placards	B	-	-	May be missing provided the associated lavatory smoke detection system is operative.
30	Lower Cargo Compartment Lining Panels	C	-	-	(O) Liner panels may be damaged or missing provided cargo is not carried in the associated compartment.  NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
31	"FASTEN SEAT BELT WHILE SEATED" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied seat.
32	Megaphones	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: 1) The inoperative megaphone 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 megaphone and its installed location are placarded INOPERATIVE, 2) Required distribution is maintained, and 3) Procedures are established and used to alert crew members of inoperative or missing megaphones.

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26	FIRE PROTECTION						
	APU						
5	Fire Detection System						
a)	Detection Loop A	C	1	0	(O)	No change from EASA MMEL.	
b)	Detection Loop B	C	1	0	(O)	No change from EASA MMEL.	
c)	Both Detection Loops	C	2	0	(M)	Except for ER operations, both detection loops may be inoperative provided: 1) The APU is used for ground operations only and is continuously monitored, 2) The APU external control system operates normally, and 3) The APU is shut down before taxi.	



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26	FIRE PROTECTION			
	<b>Cabin</b>			
10	Portable Fire Extinguishers	D	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided:
				1) The inoperative fire extinguisher(s) is/are removed from the passenger cabin, flight deck, and/or class E cargo compartment that is accessible to crew members during flight, 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, and
				2) Required distribution is maintained in the passenger compartment on each deck, the flight deck and each class E cargo compartment that is accessible to crew members during flight, as applicable, and
				3) Procedures are established and used to alert crew members of missing portable fire extinguishers.

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System & Sequence Numbers		1.	2.	Number Installed	
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26	FIRE PROTECTION				
	<b>Lower Cargo</b>				
				(O)	NOTE: The cargo fire protection systems may be inoperative provided that cargo is not carried in the associated compartments. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
15	Blow In / Out Panel in Lower Cargo Compartment	C	-	-	May be damaged or missing provided cargo is not carried in the affected compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

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				4.	Remarks or Exceptions
26	FIRE PROTECTION				
	<b>Miscellaneous</b>				
18	Lavatory Smoke Warning System (if installed)	C	-	0	(M)(O) a) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> <li>1) Lavatory is not used by passengers for any purpose,</li> <li>2) Lavatory waste receptacle is empty,</li> <li>3) Lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER",</li> <li>4) Access to waste receptacle from outside the lavatory must be secured closed and placarded "INOPERATIVE - DO NOT USE",</li> <li>5) Lavatory is used only by crew members, and</li> <li>6) In-flight service waste bags are not stored in the lavatory.</li> </ul> <p>NOTE:  The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.</p> <p style="text-align: center;">-or-</p>

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26	FIRE PROTECTION						
18	Lavatory Smoke Warning System (if installed) (cont'd)	B	-	0	(O)	b)	For each lavatory, the lavatory smoke detection system may be inoperative for non-passenger carrying operations provided:  1) Crew members are the only occupants of the aircraft,  2) Occupants are briefed as to which smoke detection system(s) is/are inoperative, and  3) In-flight service waste bags are not stored in the lavatory.  NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.
19	Lavatory Fire Extinguishing System	C	-	0	(O)	a)	For each lavatory, the lavatory fire extinguishing system may be inoperative provided the lavatory smoke detection system operates normally.  -or-

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26	FIRE PROTECTION						
19	Lavatory Fire Extinguishing System (cont'd)	C	-	0	(M)(O) b)	For each lavatory, the lavatory fire extinguishing system may be inoperative provided: 1) Lavatory is not used by passengers for any purpose, 2) Lavatory waste receptacle is empty, 3) Lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and 4) Access to waste receptacle must be secured closed and placarded "INOPERATIVE - DO NOT USE", and 5) Lavatory is used only by crew members.  -or-	
		B	-	0	(O) c)	For each lavatory, the lavatory fire extinguishing system may be inoperative for non-passenger carrying operations provided: 1) Crew members are the only occupants of the aircraft, and 2) Occupants have been briefed as to which lavatory fire extinguishing system(s) is/are inoperative.	

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			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
27	FLIGHT CONTROLS			
7	RUD TRIM			
a)	Manual Rotary Selector	1	1	
b)	Reset Function	C 1	0	
c)	"FAULT" Light	C 1	0	
d)	Indicator	C 1	0	(O) May be inoperative provided: 1) Rudder trim is visually checked for full, free and correct movement prior to each flight, and 2) Rudder trim is confirmed neutral prior to departure.
10	Stick Shakers	B 2	1	(M) One may be inoperative provided: 1) Associated channel is deactivated, and 2) Remaining system is checked by an acceptable procedure and verified to operate normally before each departure.

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27 FLIGHT CONTROLS					
20 Slat / Flap Position Indicator					
a) Slat / Flap Position Band	C	2	0	(O)	One or both may be inoperative provided: 1) The associated SYS 1 and SYS 2 FAULT lights are operative, 2) Slat / Flap Position Indicator SLATS / FLAPS Lights operate normally, and 3) A visual check is made to verify correct slats / flaps position before each flight.
b) "SLATS" / "FLAPS" Light	C	2	0		One or both may be inoperative provided: 1) The associated SYS 1 and SYS 2 FAULT lights operate normally, and 2) Slat / Flap position band operates normally.
c) "α-LOCK" Light					No change from EASA MMEL.
d) "SPD BRK" Light					No change from EASA MMEL.

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27	FLIGHT CONTROLS						
22	FLT CTL Page on ECAM System Display	C	1	0	(O)(M)	May be inoperative or any surface position indication may be inaccurate provided: 1) Affected control surface(s) is visually checked for full, free and correct movement prior each flight, and 2) A placard identifying the inoperative control surface indicator is affixed to instrument panel adjacent to System Display CRT.	
25	Rudder Pedal Adjustment	C	2	0	(M)	May be inoperative provided: 1) The rudder pedals can be secured in a position which meets individual pilot requirements, and 2) Full and unrestricted movement of the rudder pedals and brake pedal deflection is possible at both pilot stations.	



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28	FUEL						
3	CTR TK PUMP	C	2	1	(O)	a) One may be inoperative provided: 1) Remaining center tank pump is run on the ground for three minutes, 2) Center tank fuel is not used before slats retraction, 3) Fuel quantity in inner and outer tanks is adequate to reach a suitable airport in the event the remaining center pump fails, 4) Fuel in CTR TK, AUX TK (if installed) and TRIM TK is included as part of the zero fuel weight, 5) A CTR TK quantity indication operates normally on the flight deck, 6) Effect on airplane balance, in the event fuel cannot be used, is accounted for, and 7) FAULT light on operative pump is operative.  - or -	
		C	2	0	(O)	b) Both pumps may be inoperative provided: 1) CTR TK, AUX TK (if installed) and TRIM TK remains empty, and 2) CTR TK quantity indication is operative.	

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28	FUEL							
6	Center Tank Pump “FAULT” Light	C	2	1		a)	No change from EASA MMEL.	
						- or -		
		C	2	0	(O)	b)	Both may be inoperative provided: 1) CTR TK, AUX TK (if installed) and TRIM TK remains empty, and 2) CTR TK quantity indication is operative.	
16	Left Inner, Left Outer and Center / Trim Tank Fuel Quantity Indications (Failed Simultaneously)		3	3			Must be operative. NOTE: Individual quantity indication MMEL relief can be applied against applicable MMEL item.	
17	Right Inner and Right Outer Tank Fuel Quantity Indications (Failed Simultaneously)		2	2			Must be operative. NOTE: Individual quantity indication MMEL relief can be applied against applicable MMEL item.	
55 ***	Fuel Tank Temperature	C	1	0			May be inoperative provided TAT is substituted for fuel tank temperature.	

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30	ICE AND RAIN PROTECTION					NOTE: Where the EASA MMEL refers to “icing conditions”, for Canadian operations, read “known or forecast icing conditions”.	
8	“PITOT”						
A) Flight Mode Heater System	B	3	2			Except for ER operations or where enroute operations require its use, CAPT or F/O heater system may be inoperative provided: 1) Flight is conducted in day VMC, 2) Flight is not conducted in visible moisture, and 3) Flight is not conducted in known or forecast icing conditions.	
B) Ground Mode Heater System	C	3	0	(O)		One or more may be inoperative provided ambient temperature at the departure airport is greater than 10°C when the runway is contaminated with water or slush.	

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30	ICE AND RAIN PROTECTION				
10	"STAT"				
		B	6	5	a) No change from EASA MMEL.  - or -
		C	6	5	b) One STBY may be inoperative provided: 1) Flight is not conducted in known or forecast icing conditions, and 2) Taxiway and runway are not covered with standing water or slush.
12	"TAT"	C	2	1	(O) a) Except where enroute operations and/or ETOPS beyond 120 minutes require its use, System 1 may be inoperative provided TAT indication is available on TRP.  - or -
		C	2	1	(O) b) Except where enroute operations and/or ETOPS beyond 120 minutes require its use, System 2 may be inoperative provided TAT indication is available on ECAM.  - or -
		C	2	0	(O) c) Except where enroute operations and/or ETOPS beyond 120 minutes require its use, both may be inoperative provided flight is not conducted in known or forecast icing conditions.

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30	ICE AND RAIN PROTECTION						
13	Lights	B	14	0	(M)	Except where enroute operations and/or ETOPS beyond 120 minutes require its use, one or more may be inoperative provided: 1) All other elements of the pitot heat system operate normally, and 2) Flight is not conducted in known or forecast icing conditions.	
14	Windshield Wiper						
	A) Wiper	C	2	0		One or both may be inoperative provided flight is not conducted in precipitation within five nautical miles of the airport of takeoff or intended landing.	
	B) High Speed Function (FAST Position)	C	2	0		One or both may be inoperative provided: 1) Low speed function operates normally, and 2) Approach minimums do not require their use.	
	C) Low Speed Function (SLOW Position)	C	2	0		May be inoperative provided high speed function operates normally.	
	D) Park Function	C	2	0		May be inoperative provided wipers can be parked out of the pilots' view.	

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30	ICE AND RAIN PROTECTION				
15	Rain Repellent System (if installed)	D	2	0	NOTE: This relief is only available for systems using fluids not banned by Canadian environmental regulations.
17	Ice Detection System (if installed)	C	1	0	May be inoperative provided: 1) Flight is not conducted in known or forecast icing conditions, or 2) Primary icing recognition procedures are used.
20	Anti-ice/De-ice System Test				
	a) Airframe and Engine	C	1	0	(M) May be inoperative provided an alternate means is used to confirm the system is operative before dispatch into known or forecast icing conditions.
	b) Windows and Probes	C	-	0	(M) or (O) Flight or maintenance crew must physically verify window/probe heat operates normally before each departure.

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31	INSTRUMENTS / RECORDING SYSTEMS				
9	Aural Warning System	C	1	1	Aural warning function may be inoperative for associated inoperative system(s).
13	Clocks	C	-	-	Aircraft clocks may be inoperative provided a reliable and functioning timepiece is readily available to all flight crew members.
14	Airborne Integrated Data System (AIDS)				
	a) Digital Flight Data Recorder (DFDR)	A	1	0	May be inoperative provided: 1) Cockpit Voice Recorder is operative, and 2) Repairs are made within three flight days.
	1) Digital FDR Recording Parameters required by regulations.	A	-	-	Up to three digital recording parameters may be inoperative provided: 1) Cockpit Voice Recorder is operative, and 2) Repairs are made within twenty calendar days.
	2) 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.

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31	INSTRUMENTS / RECORDING SYSTEMS				
14	Airborne Integrated Data System (AIDS) (cont'd)				
b)	Digital Flight Data Acquisition Unit (DFDAU)	A	1	0	May be inoperative provided: 1) Cockpit Voice Recorder is operative, and 2) Repairs are made within three flight days. NOTE: DFDR and QAR (if installed) are considered inoperative.
c)	FLT RCDR GND CTL pb-sw	D	1	0	
d)	Fault Annunciator Lights on FLT RCRD Control Panel	-	-	0	No change from EASA MMEL.
e)	Quick Access Recorder (QAR) (if installed)	D	-	0	
f)	Digital AIDS Recorder (DAR) (if installed)	D	-	0	
g)	Data Management Unit (DMU) (if installed)	D	-	0	
h)	PRINTER (if installed)	D	-	0	
i)	AIDS EVENT pb	D	1	0	
j)	FLT RCDR GND CTL pb-sw ON light	D	1	0	



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33	LIGHTS						
1	Cockpit and Instrument Lighting	C	-	-	(O)	a)	Individual lights may be inoperative provided remaining lights are: 1) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, 2) Positioned so that direct rays are shielded from flight crew members' eyes, and 3) Lighting configuration and intensity is acceptable to the flight crew. -or-
		D	-	-		b)	May be inoperative for day operations.
3	Cabin Signs (No Smoking / Fasten Seat Belt / Return to Cabin Lights)	C	-	-	(M)	a)	Passenger seats, cabin attendant seats or lavatories from which a sign is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY". -or-
		C	-	-	(O)	b)	The affected seats or lavatories may be occupied provided: 1) Crew call / cabin interphone system including associated chimes and PA system operate normally, and 2) Procedures are established and used to alert cabin attendants and notify passengers when seat belts should be fastened, return to seat is requested and smoking prohibited. -or-

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					4.	Remarks or Exceptions	
33	LIGHTS						
3	Cabin Signs (cont'd)	A	-	-	(O)	c) May be inoperative for non-passenger carrying operations provided: 1) Crew members are the only occupants of the aircraft, 2) Alternate procedures are established and used, and 3) Repairs are made within one flight day.	
	a) Aural Tone Function	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	
	b) Automatic Function	C	-	0	(O)	May be inoperative provided: 1) Manual control function operates normally, and 2) Alternate procedures are established and used.	
6	BEACON	C	2	0	(O)	a) No change from EASA MMEL.	
						-or-	
		C	2	0	(O)	b) Both beacon and strobe lights may be inoperative for day operations.	

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				4.	Remarks or Exceptions
33	LIGHTS				
10	LAND				
a) Light	C	2	1		a) No change from EASA MMEL. -or-
	D	2	0		b) No change from EASA MMEL.
b) Extension/Retraction System	C	2	0	(O)	a) No change from EASA MMEL. -or-
	C	2	1		b) No change from EASA MMEL. -or-
	D	2	0		c) No change from EASA MMEL.
11	WING	C	4	0	a) No change from EASA MMEL. -or-
	C	4	0		b) One or more may be inoperative provided ground deicing procedures do not require their use.
13	Overhead Emergency Lighting System (Battery Powered)				
a) Lighting	C	-	-		No change from EASA MMEL.
b) Exit Location / Marking Sign	-	-	-		One may be inoperative provided associated exit is considered inoperative. Refer to 52-1.
c) Test Function	C	1	0	(M)	

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					4.	Remarks or Exceptions	
33	LIGHTS						
14	Floor Proximity Emergency Escape Path Marking and Lighting System		1	1		System must be operative.	
	a) Electrical Lighting Systems						
	1) Individual Light (floor- mounted, seat-mounted or wall-mounted light modules) (if installed)	C	-	-		Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting levels as required by certification documents.	
	2) Exit Markers/Identifiers	-	-	-		One may be inoperative provided that the associated door/exit is considered inoperative. Refer to 52-1.	
	b) Photoluminescent Systems	C	1	1		Specified sections of the photoluminescent system may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.	
	c) Freighter Version	D	1	0	(O)	May be inoperative.	
15	Escape Slide Lighting	C	-	-		a) No change from EASA MMEL.	
		-	-	-		-or-	
		-	-	-		b) One may be inoperative provided associated exit is considered inoperative. Refer to 52-1.	

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System & Sequence Numbers			1.	2.	Number Installed
					3. Number Required for Dispatch
					4. Remarks or Exceptions
33	LIGHTS				
16	Overwing Emergency Light	C	2	0	a) No change from EASA MMEL.
					-or-
		-	-	-	b) One may be inoperative provided associated exit is considered inoperative. Refer to 52-1.

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34	NAVIGATION			
1	Altimeters (normal)	2	2	Must be operative.
2	Standby Altimeter	1	1	Must be operative.
a) Vibrator	C	1	0	May be inoperative provided VMC conditions exist at departure and arrival airports.
5	Vertical Speed Ind.	C	2	1
				a) One may be inoperative for day VMC.
				-or-
	C	2	2	b) No change from EASA MMEL.
7	Altitude Alerting System	D	2	1
				a) One may be inoperative.
				-or-
	A	2	0	(O) b) Except where enroute operations require its use, both may be inoperative provided:
				1) Autopilot altitude hold operates normally, and
				2) Repairs are made within three flight days.

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			4.	Remarks or Exceptions
34	NAVIGATION			
13	Primary Flight Display (PFD)			
	A) FMA			No change from EASA MMEL.
	B) Airspeed Information			
	a) Airspeed Scale	2	2	Must be operative.
	Sub-items b) through k)			No change from EASA MMEL.
	C) Attitude Data			
	a) Aircraft Attitude Ind.	2	2	Must be operative.
	b) Side Slip Index	C	2	1
				a) No change from EASA MMEL.
				-or-
		C	2	0
				b) Both may be inoperative for day VMC.
	D) Heading and Guidance			No change from EASA MMEL.
	E) Radio Altitude a), b) & c)	C	2	0
				(O) May be inoperative provided approach minimums or operating procedures are not dependent on its use.
	F) Trajectory Deviation			No change from EASA MMEL.
	G) Miscellaneous			No change from EASA MMEL.

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				Remarks or Exceptions
34	NAVIGATION			
14	Navigation Display (ND)			
	A) ROSE mode			
	a) Heading	2	2	Must be operative.
	Sub-items b) through k)			No change from EASA MMEL.
	B) ARC mode			No change from EASA MMEL.
	C) MAP mode			No change from EASA MMEL.
	D) PLAN mode			No change from EASA MMEL.
18	Digital Distance Radio Magnetic Indicator (DDRMI)			
	a) Compass Card			No change from EASA MMEL.
	b) VOR Pointer	C	4	-
				Any in excess of those required by regulations may be inoperative. Refer to 34-21.
	c) DME Counter	D	4	-
				Any in excess of those required by regulations may be inoperative. Refer to 34-23.
	d) Selected HDG Bug			No change from EASA MMEL.
19	Radio Magnetic Indicator (RMI)			
	a) Compass Card			No change from EASA MMEL.
	b) ADF Pointer	D	4	-
				Any in excess of those required by regulations may be inoperative. Refer to 34-25.



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					4.	Remarks or Exceptions	
34	NAVIGATION						
20	Standby Horizon	B	1	0	(O)	May be inoperative for day VMC provided: 1) CAPT attitude indication is supplied by IRU 1, 2) F/O attitude indication is supplied by IRU 2, 3) IRU 3 attitude indication is available on both sides, 4) The three SGUs are operative, 5) CAPT and F/O ATT HDG pushbutton switches are operative, 6) CAPT and F/O EFIS SGU pushbutton switches are operative, and 7) The instrument is clearly identified to the flight crew as inoperative.	
21	VOR Receiver	C	2	-		Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may inoperative. NOTE: With VOR receiver 1 inoperative, the MARKER function is considered inoperative (Refer to 34-22)..	
22	MARKER Receiver	C	1	0	(O)	a) Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.  -or- b) May be inoperative provided routine procedures do not require its use.	
		D	1	0			

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					4.	Remarks or Exceptions	
34	NAVIGATION						
23	DME Receiver						
	a) Collins DME 700 P/N 622-4540-021		2	2			
	b) Other than Collins DME 700 P/N 622-4540-021	D	2	-		Any in excess of those required by regulations may be inoperative.	
24	ILS Receiver	C	2	-		Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may inoperative. NOTE: With ILS receiver 1 inoperative, TAWS mode 5 (if installed) is considered inoperative (Refer to 34-29A-B).	
25	ADF Receiver	D	2	-		Any in excess of those required by regulations may inoperative.	
26	Low Range Radio Altimeter System						
	a) RA #1	A	1	0	(O)	May be inoperative provided: 1) Approach minimums or operating procedures do not require its use, and 2) Repairs are made within three flight days.	
	b) RA #2	C	1	0	(O)	May be inoperative provided RA #1 is operative.	

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			4. Remarks or Exceptions		
34	NAVIGATION				
28	Weather Radar	D	-	-	Any in excess of those required by regulations may be inoperative.
29A	Terrain Awareness and Warning System (TAWS)				
A) Modes 1 to 4	A	4	0	(O)	May be inoperative provided: 1) Alternate procedures are established and used, and 2) Repairs are made within three flight days.
B) Test Mode	A	1	0		May be inoperative provided: 1) TAWS (GPWS) is considered inoperative, and 2) Repairs are made within three flight days.
C) Glideslope Deviation (Mode 5)	B	-	0		May be inoperative.
D) Altitude Callouts (Mode 6) (if installed)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.
E) Predictive GPWS functions	B	1	0		May be inoperative.

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System & Sequence Numbers		1.	2.	Number Installed			
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					4.	Remarks or Exceptions	
34	NAVIGATION						
30	Flight Management System						
02	CMA-9000 Flight Management System (STC SA12-75)						NOTE 1: One FMS required for RNP-1 and RNP-5 (B-RNAV) airspace. NOTE 2: Two FMS required for RNP-10 airspace.
	a) Lateral Navigation Function	C	2	1	(O)	For ER operations, one may be inoperative if other approved means of navigation are available.	
		C	2	0		Except for ER operations, both may be inoperative.	
	b) Vertical Navigation Function	C	2	0		One or both may be inoperative.	
	c) Performance Predication Function	C	2	0		One or both may be inoperative.	
	d) CGCC Data Entry Function	C	2	1	(O)	One may be inoperative.	
		C	2	0	(O)	Both may be inoperative provided there is no fuel in trim tank or fuel in this tank is limited to 2000 kg (4420 lb) and is considered as unusable and as part of ZFW and is taken into account for CG determination.	
	e) FMS Data Base					Moved under 34-41.	

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				4.	Remarks or Exceptions
34	NAVIGATION				
33	ATC Transponder	D	2	1	a) One may be inoperative.
					-or-
		C	2	0	b) Both may be inoperative provided enroute operations do not require its use.
					NOTE: Transponder and Flight Director/ Autopilot must use same ADC data for RVSM operations.
34	Standby Magnetic Compass	B	1	0	a) May be inoperative provided any combination of three INS (IRU) stabilized compass systems operate normally.
					-or-
		B	1	0	b) May be inoperative provided:
					1) Any combination of two INS (IRU) stabilized compass systems operate normally, and
					2) Aircraft is operated:
					(i) With dual independent navigation capability, and
					(ii) 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.

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				4. Remarks or Exceptions			
34	NAVIGATION						
35	Airborne Collision and Avoidance System (ACAS)	B	-	0	(M)	May be inoperative provided the system is deactivated and secured.	
	a) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	C	2	1		May be inoperative on the non–flying pilot side provided TA and RA elements and audio functions operate normally on flying pilot side.	
	b) RA Display System(s)	C	2	1		a) One may be inoperative on non–flying pilot side.	
						-or-	
		C	2	0	(O)	b) May be inoperative provided: 1) All traffic alert display elements and voice command audio functions operate normally, and 2) TA only mode is selected by the crew.	
	c) TA Display System(s)	C	-	0		May be inoperative provided all installed RA display and audio functions operate normally.	
36	Windshear Guidance and Alerting System (if installed)	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	

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					4.	Remarks or Exceptions	
34	NAVIGATION						
36A	Predictive Windshear Function (if installed)	D	2	1		a) One may be inoperative.	
					-or-		
		B	-	0	(O)	b) May be inoperative provided alternate procedures are established and used.	
					NOTE:	Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
					-or-		
		C	-	0	(O)	c) May be inoperative provided:	
						1) Alternate procedures are established and used, and	
						2) Windshear Warning and Guidance System (Reactive) operates normally.	
37	Global Positioning System (GPS) (if installed)					Deleted in Revision 16 Refer to EASA MMEL	
37	Global Positioning System (GPS) (cont'd)						
02	CMA-5024 Global Positioning System (GPS) (STC SA12-75)						
	a) System	C	2	0	(O)	One or both may be inoperative provided alternate procedures are established and used.	
	b) GPS Data Base					Moved under 34-41.	

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
34	NAVIGATION				
41	Navigation Database (Includes STC SA12-75)	C	2	- (O)	May be out of currency provided: 1) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, 2) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, 3) Approach Navigation Radios are manually tuned and identified, and 4) Approaches are not conducted using associated system.



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				Remarks or Exceptions
35	OXYGEN			
1	Quick Donning Flight Compt. Oxygen Mask and Mike	-	-	One required for each cockpit occupant including any person occupying an observer seat in an official capacity.
a)	Third Occupant's Seat Oxygen	B	1	0
				May be inoperative provided seat is not occupied.
				- or -
		D	1	0
				May be inoperative provided the seat is not required to be occupied in an official capacity for extended periods of time.
b)	Fourth Occupant's Seat Oxygen	D	1	0
				May be inoperative provided seat is not occupied.
2	SYSTEM HIGH PRESS Indicator	C	1	0
				May be inoperative provided an acceptable method is used to confirm that adequate oxygen is available for the intended flight.
5	Passenger Oxygen System			
a)	Automatic or Manual Control	B	1	0
				Automatic presentation system may be inoperative provided:
				1) Manual deployment system operates normally, and
				2) Flight remains at or below FL 300.

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				4.	Remarks or Exceptions
35	OXYGEN				
5	Passenger Oxygen System (cont'd)				
	b) Cabin Individual Oxygen Modules	D	-	-	(M) a) One or more may be inoperative with no flight altitude restriction provided: 1) Appropriate seat or bank of seats is placarded INOPERATIVE and not occupied, 2) No more than two consecutive banks of seats and their adjacent banks of seats have missing or inoperative dispensers, and 3) Units at assigned cabin attendant locations operate normally.  -or- (O) b) One or more may be inoperative provided: 1) Minimum en route altitude does not exceed 13,000 ft above MSL, 2) Both air conditioning packs operate normally, 3) Pressurization system operates normally, 4) Flight remains at or below FL 250, 5) Portable oxygen units are provided for all crew members and 10% of the passengers for half an hour (supplemental oxygen), and 6) Passengers are appropriately briefed.
		B	-	-	

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System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
35 OXYGEN				
5 Passenger Oxygen System (cont'd)				
c) Toilet Oxygen Modules	C	-	-	(M)(O) a) May be inoperative provided: <ul style="list-style-type: none"> <li>1) The lavatory is not used for any purpose, and</li> <li>2) The lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER".</li> </ul> <p>NOTE: This does not preclude storage of in-flight service waste bags in the associated lavatory.</p> <p style="text-align: center;">-or-</p>
	C	-	0	b) May be inoperative provided the aircraft is not operated above FL 250.
7 Portable Oxygen Units (Bottle and Mask)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> <li>1) Required distribution of operative units is maintained throughout the aircraft,</li> <li>2) Inoperative portable oxygen dispensing 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 oxygen dispensing unit and its installed location are placarded INOPERATIVE, and</li> <li>3) Procedures are established and used to alert crew members of inoperative or missing equipment.</li> </ul>

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System & Sequence Numbers		1.	2.	Number Installed
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				4. Remarks or Exceptions
35	OXYGEN			
13	Protective Breathing Equipment	D	-	-
				(M)(O) Any in excess of those required by regulation may be inoperative or missing provided:
				1) Required distribution of operative units is maintained throughout the aircraft,
				2) Inoperative protective 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 protective breathing equipment unit and its installed location are placarded INOPERATIVE, and
				3) Procedures are established and used to alert crew members of inoperative or missing equipment.

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			4.	Remarks or Exceptions
36	PNEUMATIC SYSTEM			<p>NOTE: Where the EASA MMEL refers to "ER" operations, for Canadian operations, read "ETOPS greater than 120 minutes".</p>

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System & Sequence Numbers	1.	2.	Number Installed		
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				4.	Remarks or Exceptions
38	WATER / WASTE				
1	Potable Water Systems	C	-	0	(M)(O) a) May be inoperative provided: 1) Tank is drained and inspected to ensure no leakage, and 2) Procedures are established and used to deactivate applicable system components to prevent its use or servicing. 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 (AOSH) requirements should be addressed.  - or - (M)(O) b) Individual components may be inoperative provided: 1) Associated components are deactivated or isolated, and 2) Associated system components are verified not to have leaks. NOTE: Any portion of the system that operates normally may be used.
		C	-	-	

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System & Sequence Numbers		1.	2.	Number Installed	
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				4.	Remarks or Exceptions
38	WATER / WASTE				
2	Lavatory Waste Systems	C	-	1	(M)(O) a) May be inoperative provided: 1) Waste is drained and system is inspected for leakage, 2) Procedures are established to deactivate system components, 3) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and 4) There is at least one serviceable lavatory on the aircraft.  - or -
		C	-	-	(M)(O) b) Individual components may be inoperative provided: 1) Associated components are deactivated or isolated, and 2) Associated system components are verified not to have leaks.  NOTE: Any portion of the system that operates normally may be used.

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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
46	INFORMATION SYSTEMS						
1	Electronic Flight Bag (EFB) System (STC Q-LSA15-024/D)						
	a) EFB Device	C	2	1			
		C	2	0	(O)	May be inoperative provided alternate procedures are established and used.	
					NOTE:	Any function, program or document which operates normally may be used.	
		D	2	0		May be inoperative provided procedures do not require its use.	
	b) Power Connection (Including Charger and Cable)	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.	
	c) Mounting Device	C	2	0	(M)(O)	May be inoperative provided:	
					a)	Associated EFB position(s) is considered inoperative and mounting holder is removed from aircraft, and	
					b)	Alternate procedures are established and used.	
		D	2	0	(M)	May be inoperative provided:	
					a)	Associated EFB position(s) is considered inoperative and mounting holder is removed from aircraft, and	
					b)	Procedures do not require its use.	



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System & Sequence Numbers		1.	2.	Number Installed				
				3.	Number Required for Dispatch			
					4.	Remarks or Exceptions		
49	AUXILIARY POWER UNIT (APU)							
1	APU	C	1	0	(O)	a)	Except for ETOPS, may be inoperative provided: 1) MASTER SW is selected OFF, and 2) Procedures are not dependent upon its availability.	
						-or-		
		A	1	0	(M)	b)	Except for ETOPS beyond 120 minutes, may be inoperative provided: 1) MASTER SW is selected OFF, 2) Standby Generator is installed, 3) Both Engine Driven Generators and Standby Generator are verified to operate normally, and 4) ETOPS are limited to not more than three flight days before repairs are made.	

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52	DOORS				
1	Cabin Passenger Exits				
	a) Passenger Carrying Operations	A	6	5	(M)(O) One exit may be inoperative for one flight day provided: 1) Affected door is not used for passenger loading, 2) Affected exit is verified closed, latched and locked prior to each flight. Inoperative slide must be removed or deactivated or secured, 3) A conspicuous placard indicating that the exit is inoperative is attached to the exit in accordance with NOTE 2, 4) Emergency exit signs and lights associated only with the inoperative exit are obscured (NOTE 3), 5) Flight crew members and cabin attendants are advised of the nature (emergency exit and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected exit, though opposite exit may be used, 6) Passenger capacity limitations and blocked seating layouts are developed by the air carrier and approved by Transport Canada (NOTE 4) for inclusion in the carrier's MEL, 7) Restricted seating areas are clearly indicated by blocking with barrier tape prior to passenger boarding (NOTES 5 and 6), 8) Main passenger aisle(s), (cross aisles if applicable), and exit access areas are not blocked,

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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
52 DOORS				
1 Cabin Passenger Exits (cont'd)				
a) Passenger Carrying Operations (cont'd)				
				9) A video pre-departure safety briefing that includes emergency exits is not conducted. The live pre-departure briefing must include:
				1. Identification of the inoperative exit,
				2. Instructions that the affected exit is not to be used,
				3. Instructions regarding the most appropriate evacuation routing, and
				4. Identification of the area which is prohibited from use during takeoff and landing.
				10) Persons other than assigned cabin attendants are not seated in the blocked area for taxi, takeoff and landing,
				11) A cabin attendant is stationed at the emergency exit opposite to the inoperative exit during take-off and landing (NOTE 7), and
				12) Smoke removal procedures are not predicated on the use of the affected exit.
				NOTES:
				1. Relief is only permitted for a forward or overwing exit which can be readily opened. Relief for an aft exit does not require it to be readily opened.

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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
52 DOORS				
1 Cabin Passenger Exits (cont'd)				
a) Passenger Carrying Operations (cont'd)				
				<p>NOTES: (cont'd)</p> <p>2. The placard shall consist of the following (or approved equivalent):</p> <p>a) A white circular disc of at least 25 cm in diameter with a red band around its periphery, and a red diagonal line across its diameter at a 45 degree angle ascending from left to right. The thickness of the red band and line is to be a minimum of 2.5 cm.</p> <p>b) The following text below the disc "NO EXIT" "SORTIE INUTILISABLE" in red letters at least 3.5 cm in height on a white background.</p> <p>c) The placard shall be affixed by a means that will prevent it from being dislodged under the dynamic forces expected during an emergency landing (AWM 525.561 or equivalent depending on certification basis). It must not obscure the emergency exit window.</p> <p>3. Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.</p>

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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
52 DOORS				
1 Cabin Passenger Exits (cont'd)				
a) Passenger Carrying Operations (cont'd)				
				<p>NOTES: (cont'd)</p> <p>4. Any application for MEL relief of this item must be accompanied by all supporting data including a configuration drawing indicating the seats that will be blocked. The request for relief must be submitted to the MEL approval authority for approval coordination.</p> <p>5. If infrangible, the barrier tape must be removed after passenger boarding and after the announcement that the indicated areas are prohibited from use. If frangible, the tape may remain in place for takeoff and landing but must easily tear so as not to become a means of entanglement during an evacuation.</p> <p>6. The seating capacity shall be determined by the use of the analysis method described in the Performance Standards Working Group Emergency Evacuation Subcommittee - Aviation Rule making Advisory Committee (ARAC) Report: "Emergency Evacuation Requirements and Compliance Methods that Would Eliminate or Minimize the Potential for Injury to Full Scale Evacuation Demonstration Participants", 93.04.02. In addition to the foregoing, a review of the cabin interior layout shall be conducted in order to identify appropriate zonal division lines.</p>

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			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
52 DOORS				
1 Cabin Passenger Exits (cont'd)				
a) Passenger Carrying Operations (cont'd)			<p>NOTES: (cont'd)</p> <p>7. A cabin attendant may be stationed at the inoperative exit during taxi, take-off and landing.</p> <p>8. For extended overwater operations, occupancy must not exceed the normal rated capacity of the remaining slide rafts, or the rated overload capacity of the slide rafts remaining after loss of one additional slide raft of greatest capacity, whichever is less. The minimum number of required ditching exits must be available as per AWM 525.807 or equivalent depending on the basis of certification.</p> <p>9. Weight and balance manifest must be revised as necessary to ensure proper loading limits are observed.</p> <p>10. The carrier must keep a record, for examination by Transport Canada, of each instance where this relief has been exercised. This record must be forwarded quarterly to the MEL approval authority. Following is a list of data which must be included in that record:</p> <p>a) Carrier</p> <p>b) Aircraft type, series and registration number</p> <p>c) Location of aircraft</p> <p>d) Date</p> <p>e) Exit involved</p>	

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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
52	DOORS			
1	Cabin Passenger Exits (cont'd)			
	a) Passenger Carrying Operations (cont'd)			
				<p>NOTES: (cont'd)</p> <p>f) Seating capacity, number of passengers offloaded and number of passengers carried</p> <p>g) Cause (including occupation of person involved) and nature of occurrence</p> <p>h) Point in itinerary (departure, arrival, servicing, maintenance)</p> <p>i) When and where repairs made</p> <p>j) Corrective action taken (e.g. training, procedures design) to preclude recurrence</p> <p>k) Number of hours inoperative</p> <p>l) Flight itinerary to repair base</p> <p>m) Estimated cost (including details) if relief had not been available</p> <p>n) Cumulative total of occurrences per 1000 departures.</p>

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System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
52 DOORS				
1 Cabin Passenger Exits (cont'd)				
b) Aircraft Crew Only	A	-	-	(M)(O) One exit may be inoperative for three flight days provided: 1) Only the aircraft crew are carried, 2) Affected exit is verified closed, latched and locked before each flight, 3) Aircraft crew are advised of the nature (emergency exit and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected exit, though opposite exit may be used , 4) A conspicuous sign or placard indicating that the exit is inoperative is attached to the exit, and 5) Emergency exit signs and lights associated only with the inoperative exit are obscured (NOTE 3). NOTES: 1. For the purpose of this item, "aircraft crew" includes the operating crew members including the flight crew members, cabin attendants, aircraft maintenance personnel and supervisory crew members. 2. The operator's MEL must state the maximum number of aircraft crew permitted. 3. Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.



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			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
52	DOORS				
3	Passenger Door Cylinder				
a)	Damper Function	C	6	0	
b)	Emergency Opening Function	-	6	5	One may be inoperative provided affected exit is considered inoperative. Refer to 52-1.
6	Flight Deck Door Lock				
B)	Cockpit Door Locking System (CDLS)				Must be operative.
a)	Normal System (Normal Control Unit, Toggle Switch and Lights on COCKPIT DOOR Panel, Buzzer, Keypad) (Mod 12761 only)	C	1	0	(O) No change from EASA MMEL.
b)	Back-up System (Back-up Control Unit, Pb and Lights on CKPT DOOR BK UP panel) (Mod 12761 only)	D	1	0	No change from EASA MMEL.
c)	COCKPIT DOOR Toggle Switch on COCKPIT DOOR Panel				
1)	UNLOCK Function	B	1	0	(O) May be inoperative provided: 1) LOCK and NORM functions are verified to operate normally, and 2) Alternate procedures are established and used.

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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
52	DOORS			
6	Flight Deck Door Lock (cont'd)			
	B) Cockpit Door Locking System (CDLS) (cont'd)			
	c) COCKPIT DOOR Toggle Switch on COCKPIT DOOR Panel (cont'd)			
	2) LOCK Function	B	1	0 (M)(O) May be inoperative provided:
				1) Keypad is deactivated,
				2) UNLOCK and NORM functions are verified to operate normally,
				3) Alternate procedures are established and used.
	d) LKG SYS Selector on CKPT DOOR BK UP Panel (Mod 12761 only)			
	1) NORM Function	C	1	0 No change from EASA MMEL.
	2) BK UP Function	D	1	0 No change from EASA MMEL.
	3) OFF Function	D	1	0 (M) No change from EASA MMEL.
	e) CTL Pb on CKPT DOOR BK UP Panel (Mod 12761 only)	-	1	0 May be inoperative provided back-up system is considered inoperative. Refer to 52-6(B)(b).

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				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
52	DOORS						
6	Flight Deck Door Lock (cont'd)						
	B) Cockpit Door Locking System (CDLS) (cont'd)						
	f) Cockpit Door OPEN Light						
	1) On COCKPIT DOOR Panel	B	1	0	(O)	May be inoperative provided: 1) Door Buzzer is considered inoperative, and 2) Alternate procedures are established and used.	
	2) On CKPT DOOR BK UP Panel (Mod 12761 only)	B	1	0			
	g) Cockpit Door FAULT Light						
	1) On COCKPIT DOOR Panel	C	1	0	(O)	May be inoperative provided: 1) LOCK AND NORM functions are verified to operate normally, 2) Control unit LED's operate normally, and 3) Alternate procedures are established and used.	
	2) On CKPT DOOR BK UP Panel (Mod 12761 only)	-	1	0		May be inoperative provided back-up system is considered inoperative. Refer to 52-6(B)(b).	

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				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52	DOORS				
6	Flight Deck Door Lock (cont'd)				
	B) Cockpit Door Locking System (CDLS) (cont'd)				
	h) Buzzer	C	1	0	(M)(O) May be inoperative provided: 1) Keypad is deactivated, and 2) Alternate procedures are established and used.
	i) Keypad				
	1) Keypad	C	1	0	(M)(O) No change from EASA MMEL.
	2) Green and Red LED's	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
	j) Door Release Strike (Catch, Spring, Solenoid, Bolt)	C	3	2	(M) May be inoperative provided associated door release strike is removed. NOTE: No change from EASA MMEL.

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System & Sequence Numbers		1.	2.	Number Installed				
				3.	Number Required for Dispatch			
					4.	Remarks or Exceptions		
52	DOORS							
6	Flight Deck Door Lock (cont'd)							
	B) Cockpit Door Locking System (CDLS) (cont'd)							
	k) Pressure Rate Sensor							
	1) On Normal CKPT DOOR CONT Panel	C	2	1	(M)	a)	One may be inoperative provided the remaining pressure rate sensor is checked operative.	
		C	2	0		b)	(Mod 12761 only) No change from EASA MMEL.	
	2) On Back-up CKPT DOOR CONT Panel (Mod 12761 only)	C	2	1	(M)	a)	One may be inoperative provided the remaining pressure rate sensor is checked operative.	
		D	2	0		b)	No change from EASA MMEL.	
	l) LEDs							
	1) On Normal CKPT DOOR CONT Panel	C	5	0	(O)		May be inoperative provided associated FAULT light is verified to operate normally.	
	2) On Back-up CKPT DOOR CONT Panel (Mod 12761 only)	C	5	0	(O)		May be inoperative provided associated FAULT light is verified to operate normally.	

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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
77	ENGINE INDICATING						
7	Indications on ENGINE page of ECAM system display:						
a) N1 vibrations	C	2	0	(M)	a)	For other than ER operations, one or both may be inoperative provided an approved vibration monitoring maintenance reliability program is in place and no adverse indications have been recorded before flight.	
					-or-		
	A	2	0	(M)	b)	One or both may be inoperative for one flight day provided an approved vibration monitoring maintenance reliability program is in place and no adverse indications have been recorded before flight.	
b) N2 vibrations	C	2	0	(M)	a)	For other than ER operations, one or both may be inoperative provided an approved vibration monitoring maintenance reliability program is in place and no adverse indications have been recorded before flight.	
					-or-		
	A	2	0	(M)	b)	One or both may be inoperative for one flight day provided an approved vibration monitoring maintenance reliability program is in place and no adverse indications have been recorded before flight.	
c) Others	C	-	0			No change from EASA MMEL.	

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System & Sequence Numbers		1.	2.	Number Installed			
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					4.	Remarks or Exceptions	
77	ENGINE INDICATING						
8	Indications on CRUISE page of ECAM system display:						
a) N1 vibrations	C	2	0	(M)	a)	For other than ER operations, one or both may be inoperative provided an approved vibration monitoring maintenance reliability program is in place and no adverse indications have been recorded before flight.	
					-or-		
	A	2	0	(M)	b)	One or both may be inoperative for one flight day provided an approved vibration monitoring maintenance reliability program is in place and no adverse indications have been recorded before flight.	
b) N2 vibrations	C	2	0	(M)	a)	For other than ER operations, one or both may be inoperative provided an approved vibration monitoring maintenance reliability program is in place and no adverse indications have been recorded before flight.	
					-or-		
	A	2	0	(M)	b)	One or both may be inoperative for one flight day provided an approved vibration monitoring maintenance reliability program is in place and no adverse indications have been recorded before flight.	
c) Others	C	-	0			No change from EASA MMEL.	

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				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
78	ENGINE EXHAUST				
1	Thrust Reverser	C	2	1	(M)(O) One may be inoperative provided: 1) No change from EASA MMEL, and 2) No change from EASA MMEL.
2	REV UNLK Light	C	2	1	One may be inoperative provided the associated thrust reverser is considered inoperative. Refer to 78-1.
3	REV Light	C	2	0	(M) a) No change from EASA MMEL.
					-or-
		C	2	1	b) One may be inoperative provided the associated thrust reverser is considered inoperative. Refer to 78-1.