

**TRANSPORT CANADA**

**MMEL SUPPLEMENT**

**REVISION 12**

**TO**

**AIRBUS INDUSTRIE A340**

**MASTER MINIMUM EQUIPMENT LIST**

Original Signed by:

R. W. Walker  
Acting Chief, Flight Test  
National Aircraft Certification  
for Minister of Transport

May 13, 2008

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	25-1	Revision 12	May 13, 2008
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Original	Jun. 02, 1995	All	
01	Jun. 08, 1995	L-1, L-6, 52-1, 52-10	
02	Nov. 03, 1995	i, L-1, L-2, 26-1	
03	Feb. 16, 1996	i, L-1, L-2, L-3, L-4, L-5, L-6, L-7, 26-1, 26-3, 29-1, 52-10	
04	Apr. 04, 1997	I, II, III, IV, VI, VII, VIII, 22-2, 23-1, 23-2, 23-3, 23-4, 23-5, 25-2, 25-3, 26-2, 26-3, 26-5, 28-1, 29-1, 30-1, 31-2, 35-1	
05	Mar. 30, 2001	All	
06	May 29, 2002	I, II, III, IV, V, VI, VII, VIII, 21-1, 21-2, 21-3, 22-1, 22-2, 22-3, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 23-12, 23-13, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 25-12, 25-13, 25-14, 25-15, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, 26-8, 26-9, 26-10, 26-11, 26-12, 27-1, 27-2, 27-4, 27-5, 30-1, 30-2, 33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 35-1, 35-2, 35-3, 35-4, 35-5, 35-6, 35-7, 35-8, 38-1, 38-2, 52-1, 52-3, 52-4	
07	Oct. 21, 2002	I, II, III, IV, V, VI, VII, VIII, 21-1, 21-2, 21-3, 21-4, 22-1, 22-2, 22-3, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 23-12, 23-13, 23-14, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 25-12, 25-13, 25-14, 25-15, 25-16, 26-1, 30-2, 31-1, 31-2, 33-6, 33-7, 33-8, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 35-1, 35-2, 35-3, 35-4, 35-5, 35-6, 35-7, 35-8, 35-9, 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	
08	Feb. 28, 2003	I, II, III, IV, V, VI, VII, 22-2, 25-1	
09	Apr. 20, 2004	I, II, III, IV, V, VI, VII, 21-1, 21-2, 21-3, 21-4, 21-5, 22-3, 23-1, 23-6, 23-7, 23-11, 23-12, 23-14, 25-8, 25-9, 25-16, 26-1, 26-3, 26-4, 26-5, 27-1, 27-2, 27-5, 28-1, 30-1, 30-2, 33-3, 33-4, 33-7, 33-8, 34-1, 34-2, 34-3, 35-1, 35-2, 35-6, 52-10, 52-11, 52-12, 52-13, 77-1, 78-1	
10	Jul. 27, 2004	I, II, III, IV, V, VI, VII, 35-2, 35-3	
11	Nov. 15, 2004	I, II, III, IV, V, VI, VII, 23-10, 23-11	



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**Reasons for Changes**

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General	“or” between relief options in Remarks deleted without revision bar per FAA PL 31. Nevertheless, applicable pages have been marked as revised.
21-21-04	Added (M) in sub-item A for consistency with the relief procedures.
21-28-02	Revised repair category of the second relief of sub-item B from D to C for consistency with JAA MMEL as well as A330 MMEL and TC Supplement.
21-31-01	New item added as per JAA MMEL and relief as per Guidance Book item 21.1.
21-52-01	Editorial change in Remarks column: added “d)” at the beginning of the fourth relief.
22-10-01	Added (O) to reliefs as per JAA MMEL.
22-10-02	Deleted proviso 4, as it is not applicable to A330/A340.
22-71-01	New item as per Guidance Book item 34.6.
22-80	Editorial change: item description changed from FMGS to FMGES in JAA MMEL Rev. 19.
22-81-01	Editorial change in the first column: “H” replaced by “I”.
22-83-01	Editorial change: item description changed from FMGC to FMGEC in JAA MMEL Rev. 19.
23-11-01	Added note for clarification. The FAA and TCCA accepts SATCOM as a second HF if one HF fails or becomes inoperative, but it should only be used after prior approval is obtained from ATC having jurisdiction over the planned route of flight. Refer to FAA PL 106.
23-43-01	Item has been split in JAA MMEL Rev. 18 among 23-43-01 (addressing prior 23-43-01 sub-item A), 23-43-02 (addressing prior 23-43-01 sub-item B), and 23-43-03 (addressing prior 23-43-01 sub-item D). Prior 23-43-01 sub-item C has been renumbered in TC Supplement as 23-43-04. 23-43-01 has been deleted, as Transport Canada agrees with the MMEL relief for prior sub-item A - Flight Interphone. Similarly, prior sub-item D - Service Interphone Jack has also been deleted, as Transport Canada agrees with its relief.
23-43-02	New item derived from prior 23-43-01 sub-item B (JAA MMEL Rev. 18).
23-43-04	New item derived from prior 23-43-01 sub-item C (JAA MMEL Rev. 18). There is no change in relief, which is based on Guidance Book item 23.11.

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**Reasons for Changes (cont'd)**

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- |          |   |
|----------|---|
| 23-51-02 | Revised repair category for CAPT and F/O from C to B. Revised relief as per request from Airlines Division of TCCA to allow persons in official capacity to properly perform their duties.<br>Remarks column for these reliefs has also been revised as per Guidance Book.<br>Added (O) as per JAA MMEL.<br>Added information on sub-items E, F, and G as per MMEL although there is no difference in relief. |
| 23-73    | Revised section numbering as per JAA MMEL.  |
| 23-73-05 | New item added due to section renumbering as per JAA MMEL.  |
| 23-73-19 | 73-01 sub-item E renumbered as 23-73-19 as per JAA MMEL.  |
| 25-11-06 | Revised relief as per request from Airlines Division of TCCA to allow persons in official capacity to properly perform their duties.<br>Remarks column for the first and second reliefs has been revised as per Guidance Book.  |
| 25-23-01 | Added "lid/" to Note 2 as per Guidance Book.  |
| 25-65-01 | Revised sub-item D as per Regulations (CAR 605.39).<br>Added sub-item G as per Regulations (CAR 705.92) and JAA MMEL.   |
| 25-67-01 | Renumbered as 25-65-01 E) as per JAA MMEL.  |
| 25-67-02 | Renumbered as 25-65-01 F) as per JAA MMEL.  |
| 25-74-01 | Editorial change in the description of sub-item A.  |
| 25-75-01 | Editorial change in the description of sub-item A.  |
| 26-13-01 | Editorial changes in item description and remarks for the first relief.<br>Added sub-item B as per JAA MMEL.  |
| 26-16-01 | Sub-item B deleted in JAA MMEL Rev. 18.   |
| 26-16-02 | Sub-item B deleted in JAA MMEL Rev. 18.   |
| 26-16-03 | Sub-item B deleted in JAA MMEL Rev. 18.   |
| 26-17-01 | Revised Number Required from "0" to "-" as per JAA MMEL.<br>Editorial changes in Remarks for the first relief as per JAA MMEL.  |
| 26-24-01 | Revised proviso 2 to delete "on each deck".   |
| 26-25-01 | Editorial change in item description as per JAA MMEL.   |
| 27-23-02 | Item deleted and replaced by JAA MMEL item 27-21-01.  |
| 27-25-01 | Added note in Remarks for clarification.  |

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27-34-02	Revised relief of sub-item A as per Guidance Book item 27.2.
28-12-01	Revised relief of sub-items A and C: added: "inoperative". Revised description of sub-item B as per JAA MMEL.
30-45-02	Item deactivated or removed.
31-53-03	Revised Number Required from "1" to "0".
33-12-01	Renumbered from 33-10-01 to 33-12-01 as per JAA MMEL.
33-20-01	Revised proviso of second relief (b) as per JAA MMEL. Sub-item B moved and renumbered as 33-20-03 as per JAA MMEL. Sub-item D moved and renumbered as 33-20-05 as per JAA MMEL.
33-20-03	New item moved from 33-20-01 sub-item B.
33-20-05	New item moved from 33-20-01 sub-item D.
33-48-01	Revised Number Installed for sub-item A reliefs from "2" to "-" to address configurations with 2 or 3 beacon lights.
33-49-01	Revised first relief as per Guidance Book.
33-50-01	Deleted Note 1 as per Guidance Book item 33.2.
33-50-03	Item relocated from 33-51-01 sub-item F and formatted as per JAA MMEL and Guidance Book.
33-50-04	New item as per JAA MMEL and Guidance Book item 33.3.
33-50-05	New item as per JAA MMEL and Guidance Book item 33.3.
33-51-01	Revised sub-items D and E as per Guidance Book to specify that only one Exit Sign/Marker may be inoperative. Added "May be inoperative" to the relief of sub-item E)d) as per Guidance Book. Editorial changes in item descriptions as per JAA MMEL.
34-14-01	Replaced "stabilized directional gyro systems" by "IR's" in the second relief of sub-item B)a) as per Guidance Book.
34-22-01	Revised relief as per Guidance Book item 34.3.
34-22-02	Revised repair category for first and second reliefs from C to B as per Guidance Book item 34.5. In the fourth relief (relief d), C 1 0 has been added as per Guidance Book, and "IR's" replaced "stabilized directional gyro systems" as per JAA MMEL.
34-36-01	Revised relief as per Guidance Book item 34.6. Added GPS to Note in Remarks as per Guidance Book.

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34-42-01	Editorial change in the relief of sub-item B: "LGCIV" replaced by "LGCIU".
34-48-01	Revised Windshear Mode as per Guidance Book item 34.4.
34-48-02	Revised description as per JAA MMEL.
34-53-01	Added GPS to Note in Remarks as per Guidance Book.
34-55-01	Revised relief as per Guidance Book item 34.6. Added GPS to Note in Remarks as per Guidance Book.
34-58-01	Revised description of sub-item A as per JAA MMEL: added "Global Positioning System... (if installed)". Added Note in Remarks for sub-item A as per Guidance Book as well as for consistency with items 34-36-01, 34-53-01, and 34-55-01. Deleted Data Base relief and added a note in Remarks referring to 22-71-01.
35-12-01	Revised relief as per request from Airlines Division of TCCA to allow persons in official capacity to properly perform their duties. Remarks column for the same relief is also consistent with Guidance Book.
35-13-01	Revised sub-item B as per JAA MMEL.
35-20-01	Revised description to indicate that item is applicable to all crew rest compartments.
35-21-01	Added Galley Oxygen Module (sub-item C) as per JAA MMEL and Guidance Book. Relocated All Cargo Operations sub-item from "C)" to "D)". Added separate sub-item (E) for Flight Attendant Oxygen Module in accordance with TCCA specialists' inputs.
35-23-01	Revised repair category for sub-item A)b) from "C" to "B" as per Guidance Book item 35.3.
35-31-01	Revised as per JAA MMEL: deleted "(PBE)" from description; replaced Number Installed/Required with "-".
35-32-01	Revised repair category from "C" to "D" as per Guidance Book item 35.4.
38-10-01	Added C/-0 for the second relief as per Guidance Book item 38.1.
38-30-01	Deleted "Upper Deck" from relief, as not applicable to A340.
52-10-01	Revised relief of sub-item A for consistency with sub-item B, as per Guidance Book item 52.2.
52-50-02	Added Backup System relief to item as per JAA MMEL. Sub-items renumbered accordingly.
78-30-01	Added proviso "4)" as per JAA MMEL.

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## **Introduction**

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This Transport Canada MMEL Supplement constitutes a mandatory change to the JAA Approved MMEL for the AIRBUS INDUSTRIE A340.

This MMEL Supplement must be used in conjunction with the JAA Approved MMEL (Revision No. 19, 01 Mar, 2007, or later applicable revision).

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

Operating and/or maintenance procedures referred to in this supplement are the same as those supporting the JAA 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 JAA Approved 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 JAA MMEL are applicable. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada  
Chief, Flight Test - AARDC  
National Aircraft Certification  
330 Sparks St.  
Tower C, 3<sup>rd</sup> Floor, Area D  
Ottawa, Ontario  
K1A 0N5

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
21 AIR CONDITIONING					
21-21 CABIN AIR DISTRIBUTION AND RECIRCULATION					
21-04 Lower Deck Cabin Crew Rest Compartment Ventilation					
A) Low Flow Buzzer		C	1	0	(O)(M) May be inoperative provided the lower deck cabin crew rest compartment is locked closed and placarded inoperative.
B) Ventilation					No change from JAA MMEL
21-28 LOWER DECK CARGO COMPARTMENT VENTILATION AND COOLING (FWD, AFT AND BULK)					
28-02 FWD Cargo Compartment Ventilation and Cooling (if installed)					
A) Extraction Fan					No change from JAA MMEL
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21 AIR CONDITIONING				
28-02 FWD Cargo Compartment Ventilation and Cooling (if installed) (cont'd)				
B) Isolation Valve		D	3	0
		C	3	0
C) ISOL VALVES Pb Sw				
D) Cargo Cooling System				
				(O)(M) a) No change from JAA MMEL
				b) One or more may be inoperative in open position provided the associated cargo compartment is empty.
				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.
				No change from JAA MMEL
				No change from JAA MMEL



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					4.	Remarks or Exceptions	
21		AIR CONDITIONING					
28-03		AFT Cargo Compartment Ventilation and Cooling (if installed)					
A)		Extraction Fan				No change from JAA MMEL	
B)		Isolation Valve	D	3	0	(O)(M) a) No change from JAA MMEL	
			D	3	0	b) One or more may be inoperative in open position provided the associated cargo compartment is empty.	
						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.	
C)		ISOL VALVES Pb Sw				No change from JAA MMEL	

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
21 AIR CONDITIONING					
28-04 BULK Cargo Compartment Ventilation					
A) Extraction Fan					No change from JAA MMEL
B) Isolation Valve		D	2	0	(O)(M) a) No change from JAA MMEL
		D	2	0	b) One or both may be inoperative in open position provided the associated cargo compartment is empty.
					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.
C) ISOL VALVES Pb Sw					No change from JAA MMEL
31-01 Automatic Cabin Pressure Control System (CPC, outflow valve AUTO channels)		C	2	1	(M) One may be inoperative provided the manual pressurization control system and one autopilot are operative.

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				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
21 AIR CONDITIONING						
52-01	Air Conditioning Packs	C	2	1		No change from JAA MMEL
		B	2	1		No change from JAA MMEL
		C	2	2		No change from JAA MMEL
		D	2	0		(M)(O) d) May be inoperative provided: 1) Flight is conducted in an unpressurized configuration, 2) Both recirculation fans, if installed, are operative, and 3) Cargo is not carried in associated compartment.  NOTE: Unit Load Devices (ULDs) may be carried provided cargo is not 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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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
22	AUTO FLIGHT						
22-10	AUTOPILOT / FLIGHT DIRECTOR (AP/FD)						
10-01	Autopilot (AP)	C	2	1	(O)	One may be inoperative provided approach minimums do not require its use.	
		B	2	0	(O)	Except where enroute operations require their use, both may be inoperative.	
10-02	Flight Director (FD)	C	2	0	(O)	Except where enroute operations require their use, both may be inoperative provided: 1) Approach procedures are not dependent on their use, 2) Autopilot(s) is considered inoperative, and 3) Windshear escape guidance is considered inoperative.  NOTE: Any mode which 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
22	AUTO FLIGHT				
10-03	Take-over Pb				
	A) Priority Function		2	2	Must be operative.
	B) AP Disconnection Function	C	2	1	(O) a) One may be inoperative provided: 1) Autopilot is not engaged below initial approach altitude, 2) Priority function is verified to operate normally before each departure, and 3) The pilot flying has the operative disconnect.
		B	2	0	(O) b) Both may be inoperative provided: 1) Autopilot is not engaged, and 2) Priority function is verified to operate normally before each departure.
10-05	AP Disengagement Warning	B	1	0	May be inoperative provided AP is not used.

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				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
22		AUTO FLIGHT					
22-70		FLIGHT MANAGEMENT (FM)					
71-01		Navigation Data Bases					
A) GPS/ FMS Enroute Data Base		C	-	-	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, and 3) Approach Navigation Radios are manually tuned and identified.		
B) GPS/FMS Approach Data Base		C	-	-	May be out of currency provided approaches are not conducted using associated system.		

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				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
22	AUTO FLIGHT				
22-80	FLIGHT MANAGEMENT GUIDANCE AND ENVELOPE SYSTEM (FMGES)				
81-01	Auto Flight Control Panel (FCU)				
	Sub-items A) and B)				No change from JAA MMEL
	C) Mode Engagement Pb				
	a) ALT	C	1	0	May be inoperative except for RVSM operations.
	b) LOC, APPR	C	2	0	
	Sub-items D) through I)				No change from JAA MMEL
83-01	Flight Management Guidance and Envelope Computer (FMGEC)	A	2	1	(M) One may be inoperative provided repairs are made within two flight days. Refer to 22-10-01, and Refer to 22-10-02, and Refer to 22-72-01

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
23 COMMUNICATIONS					
23-10 SPEECH COMMUNICATION					
11-01	HF System	D	-	-	Any in excess of those required by regulation may be inoperative.  NOTE: For areas of operation where two HF are required, SATCOM can be accepted as a backup for one inoperative HF under specific conditions, as defined by Transport Canada and/or the ATC provider.
12-01	VHF System	D	-	2	Any in excess of those required by regulation and not powered by an Essential Bus and not required for emergency procedures may be inoperative.
		B	-	1	No. 2 VHF may be inoperative provided HF is installed and operative.  (M) NOTE: No change from JAA MMEL
23-20	DATA TRANSMISSION AND AUTOMATIC CALLING				
24-01	Aircraft Communications Addressing and Reporting System - ACARS (if installed)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.



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				4.	Remarks or Exceptions
23 COMMUNICATIONS					
23-30 PASSENGER ADDRESS AND ENTERTAINMENT					
31-01 Passenger Address System					
A) Passenger Configuration		B	1	0	(O) a) May be inoperative provided:
					1) Alternate procedures are established and used,
					2) Flight deck/cabin interphone (two way) with associated calls (e.g.: chimes) operates normally, and
					3) Megaphone(s) is readily available and operative.
					NOTE:
					Any station that operates normally may be used.
		A	1	0	(O) b) 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.

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System & Sequence Numbers		1.	2.	Number Installed	
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				4.	Remarks or Exceptions
23 COMMUNICATIONS					
31-01 Passenger Address System (cont'd)					
B) All Cargo Operations		D	1	0	May be inoperative provided all crew members are on the flight deck.
C) Crew Rest Area - Bunk		C	-	-	(O) May be inoperative provided: 1) Flight deck and Cabin/Crew Rest Area - Bunk interphone (two way) with associated calls (e.g. chimes) is operative, 2) Crew Rest Facility - Bunk drop down oxygen system is operative, 3) Alternate procedures are established and used, and 4) The Pilot-in-Command is advised that all crew have been briefed.
		D	-	-	(M)(O) May be inoperative provided: 1) Associated Crew Rest Facility - Bunk is not occupied, and 2) Associated Crew Rest Facility - Bunk is placarded INOPERATIVE - DO NOT USE.

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System & Sequence Numbers		1.	2.	Number Installed			
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					4. Remarks or Exceptions		
23 COMMUNICATIONS							
31-02 Handsets							
A) Passenger Configuration							
a) 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.	
		D	1	0		b) May be inoperative provided routine procedures do not require its use.	
b) Cabin Handsets		C	-	-	(O)	May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) Operative handset(s) is located at an operative flight attendant seat, and c) Alternate communications procedures between the affected flight attendant station(s) are established and used.  NOTE: Any station 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
23      COMMUNICATIONS					
31-02   Handsets (cont'd)					
A) Passenger Configuration (cont'd)					
c) Crew Rest Area Bunk Handset		C	-	-	(O) a) May be inoperative provided: 1) The passenger address system is operative, 2) Alternate procedures are established and used, and 3) The Pilot-in-Command is advised that all crew have been briefed.
		D	-	-	(M)(O) b) May be inoperative provided: 1) Associated Crew Rest Facility - Bunk is not occupied, and 2) Associated Crew Rest Facility - Bunk is placarded INOPERATIVE - DO NOT USE.

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				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
23 COMMUNICATIONS							
31-02 Handsets (cont'd)							
B) Cargo/Combi Configuration							
a) Flight Deck Handset		D	1	0			
b) Cargo Compartment Handsets		D	-	0	Handsets located in the cargo compartment may be inoperative or inaccessible.  NOTE:  This includes the handset at L1 (and R1 when R1 is located in the main deck cargo compartment).		
42-01 Cockpit to Ground Crew Call System							
A) MECH Call/COCKPIT CALL					No change from JAA MMEL		
B) Ground External Horn					No change from JAA MMEL		
C) Communication		C	1	0	(O)	a) May be inoperative provided procedures are established and used.	
		D	1	0		b) May be inoperative provided procedures are not dependent on its use.	

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
23    COMMUNICATIONS					
43-01    Flight Crew Interphone System					Deleted in Revision 12
43-02    Cockpit To Cabin Interphone Pb on CALLS Panel					
A)    ALL					No change from JAA MMEL
B)    EMER					No change from JAA MMEL
C)    FWD, MID, AFT, EXIT					
a)    Passenger Configuration					
Flight Deck/ Cabin and Cabin/Cabin		B	-	1	(O)    a) May be inoperative provided: 1) An operative flight deck/cabin interphone (two way) is at an operative flight attendant seat, and 2) Alternate communications procedures between the affected flight attendant station(s) are established and used.
		A	1	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.

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System & Sequence Numbers		1.	2.	Number Installed
				3. Number Required for Dispatch
				4. Remarks or Exceptions
23 COMMUNICATIONS				
43-02 Cockpit To Cabin Interphone Pb on CALLS Panel (cont'd)				
C) FWD, MID, AFT, EXIT (cont'd)				
b) Cargo/Passenger Combi Configurations (cargo compartment located between flight deck and passenger compartment)		1	1	Crew member interphone system must be operative.
c) Cargo Configuration				
Flight Deck/ Cabin and Cabin/Cabin		D 1	0	May be inoperative provided all crew members are on the flight deck.
D) PURS (if installed)				No change from JAA MMEL

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			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
23	COMMUNICATIONS				
43-02	Cockpit To Cabin Interphone Pb on CALLS Panel (cont'd)				
E) FLT REST, CAB REST (if installed) -	C	-	-	(O)	a) May be inoperative provided: 1) The passenger address system is operative, 2) Alternate procedures are established and used, and 3) The Pilot-in-Command is advised that all crew have been briefed.
	D	-	-	(M)(O)	b) May be inoperative provided: 1) Associated Crew Rest Facility - Bunk is not occupied, and 2) Associated Crew Rest Facility - Bunk is placarded INOPERATIVE - DO NOT USE
F) FLT REST FWD CAB, FLT REST BULK, CAB REST (if installed)	C	-	-	(O)	a) May be inoperative provided: 1) The passenger address system is operative, 2) Alternate procedures are established and used, and 3) The Pilot-in-Command is advised that all crew have been briefed.
					(cont'd)



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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
23      COMMUNICATIONS					
43-02    Cockpit To Cabin Interphone Pb on CALLS Panel (cont'd)					
F)    FLT REST FWD CAB, FLT REST BULK, CAB REST (if installed) (cont'd)		D	-	-	(M)(O) b) May be inoperative provided: 1) Associated Crew Rest Facility - Bunk is not occupied, and 2) Associated Crew Rest Facility - Bunk is placarded INOPERATIVE - DO NOT USE
43-04    Cabin Attendant Call					
A)    Passenger Configuration					
a)    Visual Alert (flight compartment)		B	1	0	May be inoperative provided the flight deck aural alert is operative.
b)    Visual Alert (cabin)		B	1	0	(O) May be inoperative provided: 1) The PA system is operative, 2) If affected alert is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio and visual) is installed and operates normally, and 3) Alternate procedures for contacting flight attendants are established and used.
					(cont'd)

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			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
23      COMMUNICATIONS					
43-04   Cabin Attendant Call (cont'd)					
A)   Passenger Configuration (cont'd)					
c)   Aural Alert (cabin)	B	1	0	(O)	May be inoperative provided: 1) The PA system is operative, and 2) If affected alert is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio and visual) is installed and operates normally, and 3) Alternate procedures for contacting flight attendants are established and used.
B)   Cargo Configuration					
a)   Visual Alert (flight compartment)	B	1	0		May be inoperative provided the aural alert is operative.
b)   Courier/Super- numerary Visual Alert	B	1	0		May be inoperative provided Courier/Supernumerary address system is operative.
c)   Courier/Super- numerary Aural Alert	B	1	0		May be inoperative provided Courier/Supernumerary address system is operative.

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					4.	Remarks or Exceptions	
23 COMMUNICATIONS							
23-50 AUDIO INTREGRATING							
51-01 SELCAL	C	-	-	(O)	a)	May be inoperative provided alternate procedures are established and used.	
	D	-	-		b)	May be inoperative provided procedures do not require its use.	
51-02 Audio Control Panel (ACP)							
A) CAPT and F/O	B	2	1	(O)		One may be inoperative provided: 1) ACP 3 and AUDIO SWITCHING selector operate normally, and 2) Forward observer seat is not occupied by any person in an official capacity.	
B) ACP 3	B	1	0		a)	May be inoperative except when required by a person in an official capacity.	
	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.	

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System & Sequence Numbers		1.	2.	Number Installed	
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				4.	Remarks or Exceptions
23 COMMUNICATIONS					
51-02 Audio Control Panel (ACP) (cont'd)					
Sub-items C) through G)					No change from JAA MMEL
51-04 Boomsets					
A) Headset Function	C	-	-		Headset function may be inoperative on any boom set provided alternate headset is installed, operative and used.
B) Mike Function	A	-	0		May be inoperative provided: 1) DFDR operates normally, 2) Hand mike is installed, operative and used, and 3) Repairs are made within three flight days.
51-06 Cockpit Loudspeaker	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, 3) All aural alerts, messages and other communications which are normally routed through the flight deck speakers are audible through the headsets, and 4) A spare headset must be readily available for crew use.

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					3.	Number Required for Dispatch
						4. Remarks or Exceptions
23 COMMUNICATIONS						
23-70 AUDIO AND VIDEO MONITORING AND INTERCOMMUNICATION						
71-01	Cockpit Voice Recorder	A	1	0	May be inoperative provided: 1) DFDR operates normally, and 2) Repairs are made within three flight days.	
71-03	CVR Control Panel	A	1	0	May be inoperative provided: 1) DFDR operates normally, and 2) Repairs are made within three flight days.	
23-73 CABIN INTERCOMMUNICATION DATA SYSTEM (CIDS)						
73-01	Cabin Intercommunication Data System (CIDS)		1	1	No change from JAA MMEL	
73-05	Cabin Loudspeaker	C	-	-	a) No change from JAA MMEL	
		-	-	-	b) One or more may be inoperative provided the passenger address system is considered inoperative. Refer to 23-31-01 for relief parameters and RIC.	

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					4.	Remarks or Exceptions	
23      COMMUNICATIONS							
23-73      CABIN INTECOMMUNICATION DATA SYSTEM (CIDS) (cont'd)							
73-19	Prerecorded Announcement and Music Reproducer (PRAM) (if installed)	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
	a) All Cargo Operations	D	-	0		May be inoperative provided all crew members are on the flight deck.	

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					3.	Number Required for Dispatch	
						4.	Remarks or Exceptions
24 ELECTRICAL POWER							
24-40 EXTERNAL POWER							
41-01	AC External Power Control (GPCU)	C	1	1	0	May be inoperative provided external power is not used.	

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System & Sequence Numbers		1.	2.	Number Installed	
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				4.	Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS					
25-11 COCKPIT SEATS					
11-02	Pilot Seat Shoulder Harness		2	2	Must be operative.
11-06	3 <sup>rd</sup> 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) 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.
	A) Adjustment System	B	1	0	Except when occupied in an official capacity, adjustment system may be inoperative provided the seat is removed, stowed or secured in the retracted position.
	B) Shoulder Harness	B	1	0	May be inoperative provided seat is not occupied during takeoff and landing.
11-07	4 <sup>th</sup> Occupant Seat (Including associated equipment)	D	1	0	May be inoperative provided the seat is not used.
	A) Shoulder Harness	B	1	0	May be inoperative provided seat is not occupied during takeoff and landing.



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					4.	Remarks or Exceptions	
25      EQUIPMENT/ FURNISHINGS							
25-21   PASSENGER COMPARTMENT SEATS							
21-01	Passenger Seat	D	-	-	(M)	May be inoperative provided: 1) It does not block or restrict access to an Emergency Exit, 2) It does not restrict any passenger from access to the main aircraft aisle, and 3) Affected seat(s) is not used and is blocked and placarded "DO NOT OCCUPY".  NOTES: 1. A seat with an inoperative safety belt is considered inoperative. 2. For seats in the left and right (outboard) sections, affected seat(s) may include the seat behind and/or the adjacent outboard seats. 3. For center section, affected seat may only be seat aft of inoperative seat.	
	A) Recline Mechanism	D	-	-	(M)	May be inoperative provided the seat is secured in the upright position.	

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS					
21-01 Passenger Seats (cont'd)					
B) Underseat Baggage Restraining Bars		C	-	-	(O) 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.
25-22 CABIN ATTENDANT SEATS					
22-01 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,

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25	EQUIPMENT/ FURNISHINGS				
22-01	All Passenger Version (cont'd)				
	A) Required Cabin Attendant Seats (cont'd)				3) Alternate procedures are established and used as published in crewmember manuals, 4) Folding type seat is removed, stowed or secured in the retracted position, and 5) Passenger seat(s) assigned to cabin attendant(s) 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 safety belt (including shoulder harness) or headrest renders the seat inoperative.
	B) Excess Cabin Attendant Seats	D	-	-	(M) Seats/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.

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25 EQUIPMENT/ FURNISHINGS					
23-01	Overhead Storage Bin(s)/Cabin And Galley Storage Compartment/ Closets	D	-	-	(M) May be inoperative provided: 1) Procedures are established to secure compartment CLOSED, or remove the lid/door, 2) Compartment is not used for storage of emergency equipment, and 3) 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 stowage compartment is considered one bin. 2. An inoperative lid/door latch renders the door inoperative.
24-01	"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 passenger seat.
24-02	Lavatory NO SMOKING Placards		1	1	Must be operative. NOTE: Use a dymo tape temporary placard to dispatch to a station where normal placards are available.

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				4.	Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
25-01	Passenger Convenience Items	N/A	-	-	<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>1. Exterior lavatory door ashtrays are not considered convenience items.</li> <li>2. 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>3. Movie equipment individual screens if applicable, must be capable of being stowed.</li> <li>4. 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					
38-01	Exterior Lavatory Door Ashtrays	C	-	-	One may be missing on the entire aircraft.
25-50 CARGO COMPARTMENTS					
50-01	Blow in/out Panels in Cargo Compartments	C	-	-	One or more may be damaged or missing provided cargo is not carried in the associated compartment.  NOTE:  Unit Load Devices (ULDs) may be carried provided cargo is not 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.
50-02	Lining Panels in Cargo Compartments	D	1	0	One or more may be damaged or missing provided cargo is not carried in the associated cargo compartment.  NOTE:  Unit Load Devices (ULDs) may be carried provided cargo is not 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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25	EQUIPMENT/ FURNISHINGS				
56-02	Barrier Net (if installed)	D	1	0	May be damaged or missing provided cargo is not carried in the associated main deck cargo compartment.  NOTE:  Unit Load Devices (ULDs) may be carried provided cargo is not 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.
25-60	EMERGENCY				
62-01	Cabin Escape Facilities				
	A) Escape Slide or Slide/Raft				Refer to 52-10-01
	Sub-items B) through F)				No change from JAA MMEL

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25 EQUIPMENT/ FURNISHINGS				
65-01 Miscellaneous Emergency Equipment				
A) Megaphone		D	-	- (M)(O) Any in excess of those required by regulations may be inoperative or missing provided:
				1) 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.
a) All Cargo Operations		D	-	0 May be inoperative provided all crew members are on the flight deck.
B) Cockpit Flashlight				No change from JAA MMEL



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25 EQUIPMENT/ FURNISHINGS					
65-01 Miscellaneous Emergency Equipment (cont'd)					
C) Cabin Flashlight					
a) Flashlights	C	-	0	(O)	May be inoperative or missing provided the flight attendant assigned to the associated seat has a flashlight of equivalent characteristics readily available.
b) Holders	C	-	0	(M)(O)	May be inoperative or missing provided alternate stowage provisions are provided.
D) Emergency Locator Transmitter	A	2	1	(M)	a) One may be inoperative provided: 1) Placard is displayed in flight deck indicating date ELT was removed, and 2) Repair or replacement is made within 10 calendar days.
	A	2	0	(M)	b) Both may be inoperative provided: 1) Placard is displayed in flight deck indicating date ELT was removed, 2) Repair or replace one ELT at the first aerodrome at which a repair or replacement can be made, and 3) Repair or replace the second ELT within 10 calendar days.

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25 EQUIPMENT/ FURNISHINGS					
65-01 Miscellaneous Emergency Equipment (cont'd)					
E) 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		B	-	-	(O) The seal affixed on the exterior of the first aid kit may be missing or broken provided: 1) First aid kit is fully equipped or the kit has a maximum of one missing item, 2) 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).

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25	EQUIPMENT/ FURNISHINGS							
65-01	Miscellaneous Emergency Equipment (cont'd)							
	F)	Emergency Medical Kit	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided procedures are established and used to alert crew members of missing or incomplete kits.	
	a)	Consumable Items	A	-	-	(O)	One consumable item, as required by Commercial Air Services Standards (CASS) 725.91, may be missing provided:  1) Emergency medical kit is equipped with more than one of the consumable item that is missing,  2) Kit includes a list of its contents,  3) Procedures are established and used to alert crew members of the missing item, and  4) Repairs are made within one flight day.  NOTES:  1. For the purpose of this relief, a consumable item is considered to be an item that once removed from the kit cannot be reused.  2. For the purpose of this relief, the use of a syringe and needle with the associated dose of medication is considered to be one consumable item.	

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25 EQUIPMENT/ FURNISHINGS					
65-01 Miscellaneous Emergency Equipment (cont'd)					
F) Emergency Medical Kit (cont'd)					
b) Emergency Medical Kit Seal		B	-	-	(O) The seal affixed on the exterior of the emergency medical kit may be missing or broken provided:  1) Emergency medical kit is fully equipped or the kit has a maximum of one missing consumable item, 2) 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).
G) Crash Axe			-	-	Must be operative.
66-01 Floatation and Survival Equipment					
A) Life Jackets		D	-	-	Any in excess of one for each person on board may be inoperative.

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				4.	Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS					
25-74 CREW REST ROOM (CABIN)					
74-01 Flight Crew Rest Compartment					
A) Bunk Bed		C	2	0	(M) a) May be inoperative provided:
					1) Associated Crew Rest Area is not used and personal items are removed, and
					2) Associated Crew Rest Area door is locked closed and placarded, INOPERATIVE - DO NOT ENTER.
					NOTE: These provisions are not intended to prohibit associated Crew Rest Area inspections by crewmembers.
		C	2	0	(M) b) May be inoperative provided
					associated Crew Rest Area door is removed and securely stowed inside crew rest area or removed from the aircraft.

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				4.	Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS					
74-01 Flight Crew Rest Compartment (cont'd)					
	B) Bunk Restraint System	C	2	0	(M) One or both may be inoperative provided: 1) Affected bunk is placarded INOPERATIVE - DO NOT USE, and 2) Procedures are established and used to alert crewmembers that the bunk restraint system cannot be used.
25-75 CREW REST ROOM (UNDERFLOOR)					
75-01 Lower Deck Cabin Crew Rest Compartment					
	A) Bunk Bed	C	-	0	(M) a) May be inoperative provided: 1) Associated Crew Rest Area is not used and personal items are removed, and 2) Associated Crew Rest Area door is locked closed and placarded, INOPERATIVE - DO NOT ENTER.  NOTE: These provisions are not intended to prohibit associated Crew Rest Area inspections by crewmembers.

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				4.	Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS					
75-01 Lower Deck Cabin Crew Rest Compartment (cont'd)					
A) Bunk Bed (cont'd)		C	-	0	(M) b) May be inoperative provided associated Crew Rest Area door is removed and securely stowed inside crew rest area or removed from the aircraft.
B) Bunk Restraint System		C	-	0	(M) One or more may be inoperative provided: 1) Affected bunk is placarded INOPERATIVE - DO NOT USE, and 2) Procedures are established and used to alert crewmembers that the bunk restraint system cannot be used.
C) Blow in/out Panel					No change from JAA MMEL

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26 FIRE PROTECTION					
26-12 ENGINE FIRE AND OVERHEAT DETECTION					
12-01 Fire Detection System					
A) Detection Loop A					No change from JAA MMEL
B) Detection Loop B		C	4	0	One on each engine may be inoperative provided: 1) Associated loop A operates normally, and 2) Engine fire test is made before each flight.
26-13 APU FIRE AND OVERHEAT DETECTION					
13-01 Fire Detection System					
A) Detection Loops		C	2	1	a) One loop (A or B) may be inoperative provided APU fire test is made before each APU start.
		C	2	0	(M) b) Both A and B loops may be inoperative for ground operations only provided: 1) The APU is continuously monitored, 2) The APU external control system is operative, 3) The APU is shut down before taxi.
B) APU FDU		C	1	0	No change from JAA MMEL



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System & Sequence Numbers	1.	2.	Number Installed		
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		4.      Remarks or Exceptions			
26      FIRE PROTECTION  26-16 LOWER DECK CARGO COMPARTMENT SMOKE DETECTION (FWD, AFT AND BULK)		<div style="margin-top: 100px;">           NOTES:             1. The smoke detection system may be inoperative in one or more cargo compartments provided associated cargo compartment is empty.             2. 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.         </div>			

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26 FIRE PROTECTION				
26-16 LOWER CARGO COMPARTMENT SMOKE DETECTION (FWD, AFT AND BULK)				
16-01 Smoke Detector in FWD Cargo Compartment				
A) Detector		C	4	2
		C	4	0
B) Heating System				
				<p>a) One may be inoperative in each cavity.</p> <p>b) Both may be inoperative provided cargo is not carried in associated compartment.</p> <p>NOTE:</p> <p>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.</p> <p>Deleted in JAA MMEL Rev 18.</p>

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System & Sequence Numbers		1.	2.	Number Installed
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26 FIRE PROTECTION				
16-02 Smoke Detector in AFT Cargo Compartment				
A) Detector		C	4	2
				a) One detector in each cavity may be inoperative.
		C	4	0
				b) Both detectors in each cavity may be inoperative provided 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.
B) Heating System				Deleted in JAA MMEL Rev 18.

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			4.	Remarks or Exceptions
26 FIRE PROTECTION				
16-03 Smoke Detector in BULK Cargo Compartment				
A) Detector		C	2	1
		C	2	0
B) Heating System				
				<p>a) One may be inoperative in each cavity.</p> <p>b) Both may be inoperative provided cargo is not carried in associated compartment.</p> <p>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.</p> <p>Deleted in JAA MMEL Rev 18.</p>

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System & Sequence Numbers		1.	2.	Number Installed	
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				4.	Remarks or Exceptions
26 FIRE PROTECTION					
26-17 LAVATORY SMOKE DETECTION					
17-01 Lavatory Smoke Detection System	C	-	-	(M)(O) a)	One or more may be inoperative provided: 1) Associated lavatory is not used by passengers for any purpose, 2) Associated lavatory waste receptacle is empty, 3) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", 4) Access to waste receptacle from outside the lavatory must be secured closed and placarded "INOPERATIVE - DO NOT USE", and 5) Associated lavatory is used only by crew members.
	B	-	-	(O) b)	May be inoperative for non-passenger carrying operations provided: 1) Crew members are the only occupants of the aircraft, and 2) Occupants are briefed as to which lavatory smoke detection system(s) is inoperative.

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System & Sequence Numbers		1.	2.	Number Installed	
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				4.	Remarks or Exceptions
26 FIRE PROTECTION					
17-01 Lavatory Smoke Detection Systems (cont'd)					
A) All Cargo Operations		C	-	0	(O) a) May be inoperative provided crew members have been briefed as to which lavatory smoke detection system(s) is inoperative.
		D	-	0	(M)(O) b) May be inoperative provided: 1) Crew members have been briefed as to which lavatory smoke detection system(s) is inoperative, and 2) Lavatory is placarded, "INOPERATIVE - DO NOT USE". NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections which must be detailed in the (O) procedures.

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				4.	Remarks or Exceptions
26 FIRE PROTECTION					
26-19 MAIN DECK CARGO COMPARTMENT SMOKE DETECTION (if installed)					
19-01 Smoke Detector	C	-	0		May be inoperative provided cargo is not carried in the main 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.
26-23 LOWER DECK CARGO COMPARTMENT FIRE EXTINGUISHING (FWD, AFT AND BULK)					NOTES:  1. The fire extinguishing system may be inoperative in one or more cargo compartments provided associated cargo compartment is empty.  2. 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				
26-24 PORTABLE FIRE EXTINGUISHER				
24-01	Portable Fire Extinguisher	D	-	-
				(M)(O) Any in excess of those required by regulations may be inoperative or missing provided:
				1) Inoperative fire extinguisher(s) is removed from the passenger cabin, flight deck, 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,
				2) Required distribution is maintained in the passenger compartment, 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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				4.	Remarks or Exceptions
26 FIRE PROTECTION					
26-25 LAVATORY FIRE EXTINGUISHING					
25-01	Lavatory Fire Extinguishing System	C	-	0	(M)(O) a) For each lavatory, the lavatory fire extinguishing system may be inoperative provided the lavatory smoke detection system operates normally.
		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 (where applicable), 4) Access to waste receptacle must be secured closed and placarded "INOPERATIVE - DO NOT USE", and 5) Lavatory is used only by crew members.

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System & Sequence Numbers			1.	2.	Number Installed	
					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
26 FIRE PROTECTION						
25-01	Lavatory Fire Extinguisher System (cont'd)	B	-	0	(O)	c) 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 inoperative.
	A) All Cargo Operations	C	-	0	(O)	a) May be inoperative provided crew members have been briefed as to which lavatory fire extinguishing system(s) is inoperative.
		D	-	0	(M)(O)	b) May be inoperative provided: 1) Crew members have been briefed as to which lavatory fire extinguishing system(s) is inoperative, and 2) Waste receptacle is emptied, secured closed and placarded, "INOPERATIVE - DO NOT USE".  NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections which must be detailed in the (O) procedures.

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System & Sequence Numbers			1.	2.	Number Installed	
					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
26 FIRE PROTECTION						
26-28 AUXILIARY AREAS FIRE EXTINGUISHING						
28-01	Lower Deck Cabin Crew Rest Compartment Fire Extinguishing System	C	1	0	(M)	May be inoperative provided: 1) Crew rest area is empty, 2) Crew rest area door is locked and placarded "INOPERATIVE - DO NOT ENTER", and 3) Crew rest area is not used for any purpose.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
27 FLIGHT CONTROLS					
27-14 AILERON AND HYDRAULIC ACTUATION					
14-02 Indication on ECAM F/CTL Page					
A) Ailerons Position Indication		C	4	0	(O)(M) One or more may be inoperative provided: 1) Ability to move associated aileron through each servocontrol is checked visually before each flight, and 2) A placard identifying the inoperative indication must be affixed to the instrument panel adjacent to the applicable CRT.
B) Ailerons Actuators Indication					No change from JAA MMEL

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1. System & Sequence Numbers			2.	Number Installed	
			3.	Number Required for Dispatch	
			4.	Remarks or Exceptions	
27 FLIGHT CONTROLS					
27-22 RUDDER TRIM ACTUATION AND ARTIFICIAL FEEL					
22-03	Rudder Trim Position Indication	C	2	1	a) No change from JAA MMEL
		C	2	0 (O)	b) Both may be inoperative provided: 1) Rudder trim is visually checked for full, free and correct movement before each flight, and 2) Rudder is checked at zero before each flight.

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System & Sequence Numbers		1.	2.	Number Installed
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
27 FLIGHT CONTROLS				
27-23 RUDDER AND PEDAL TRAVEL LIMITING ACTUATION				
23-02 Rudder Pedal Adjustment				Item deleted and replaced by JAA MMEL item 27-21-01

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				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
27 FLIGHT CONTROLS					
27-25 RUDDER POSITION INDICATING					
25-01 Indication on ECAM F/CTL Page					
A) Rudder Position Indication		B	1	0	NOTE: Item 27-25-01 is numbered 27-24-01 for SEQ 100.  (O)(M) May be inoperative provided: <ol style="list-style-type: none"> <li>1) Rudder movement is checked visually before each flight,</li> <li>2) Rudder trim position indication is checked at zero on either ECAM F/CTL page or the RUD TRIM panel on the pedestal, and</li> <li>3) A placard identifying the inoperative indication must be affixed to the instrument panel adjacent to the applicable CRT.</li> </ol>

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System & Sequence Numbers		1.	2.	Number Installed	
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				4.	Remarks or Exceptions
27 FLIGHT CONTROLS					
27-34 ELEVATOR AND HYDRAULIC ACTUATION					
34-02 Indication on ECAM F/CTL Page					
A) Elevator Position Indication		C	2	0	(O)(M) One or both may be inoperative provided: 1) The affected elevator is visually checked for full, free and correct movement prior to each flight, and 2) A placard identifying the inoperative indication must be affixed to the instrument panel adjacent to the applicable CRT.
B) Elevator Actuator Indication					No change from JAA MMEL



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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
28 FUEL					
28-12 TANK VENTING SYSTEM					
12-01 Overpressure Protector					
A) In Wing Surge Tank A		2	0	(O)	One or both may be inoperative open for a maximum of three flights.
B) In Center Tank		1	1		Must be operative.
C) In Trim Surge Tank A		1	0		May be inoperative open for a maximum of three flights.
D) In Additional Center Tank					No change from JAA MMEL

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1. System & Sequence Numbers			2. Number Installed		3. Number Required for Dispatch	
					4. Remarks or Exceptions	
29 HYDRAULIC POWER						
29-10 MAIN HYDRAULIC POWER						
10-06	LP System Filter	A	3	2	(M)	One may be inoperative for a maximum of three flights.
10-08	Case Drain Filter	A	4	3	(M)	One may be inoperative for a maximum of three flights provided it is removed.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
30 ICE AND RAIN PROTECTION					NOTE: Where the JAA MMEL refers to "icing conditions", read "known or forecast icing conditions".
30-31 PROBE ICE PROTECTION					
31-02	Pitot Heater	B	3	2	(O)(M) a) Except where enroute operations require its use, CAPT or F/O heater system may be inoperative provided: 1) No change from JAA MMEL 2) No change from JAA MMEL
		B	3	2	(M) b) No change from JAA MMEL
		C	3	2	c) No change from JAA MMEL

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System & Sequence Numbers			1.	2.	Number Installed
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
30 ICE AND RAIN PROTECTION					
31-03	Static Ports Heater	C	6	5	a) No change from JAA MMEL
		C	6	4	(O)(M) b) Except where enroute operations require their use, one or both CAPT may be inoperative provided ADR, heaters and failure warnings associated with the operative units are operative.
		C	6	4	(O)(M) c) Except where enroute operations require their use, one or both CAPT may be inoperative provided ADR, heaters and failure warnings associated with the operative units are operative.
		C	6	4	(M) d) No change from JAA MMEL
45-02	Rain Repellant System				Deactivated or removed

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
31 INDICATING/ RECORDING SYSTEMS					
31-30 RECORDERS					
33-01	Digital Flight Data Recorder (DFDR)	A	1	0	May be inoperative provided: 1) Cockpit Voice Recorder operates normally, and 2) Repairs are made within three flight days.
A)	Digital FDR Recording Parameters required by regulations	A	-	-	May be inoperative provided: 1) Cockpit Voice Recorder operates normally, and 2) Repairs are made within twenty calendar days.
B)	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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System & Sequence Numbers			1.	2.	Number Installed
				3.	Number Required for Dispatch
					4. Remarks or Exceptions
31 INDICATING/ RECORDING SYSTEMS					
33-02	Flight Data Interface Unit (FDIU)	A	-	-	May be inoperative provided: 1) Cockpit Voice Recorder operates normally, and 2) Repairs are made within three flight days. Note: No change from MMEL.
33-03	RCDR GND CTL Pb Sw	A	1	0	May be inoperative provided repairs are made within three flight days.
31-50 CENTRAL WARNING SYSTEMS					
53-03	Altitude Alert	A	1	0	(O) Except where enroute operations require its use, may be inoperative provided: 1) Autopilot altitude hold operates normally, and 2) Repairs are made within three flight days.

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1. System & Sequence Numbers			2.	Number Installed	
			3.	Number Required for Dispatch	
			4.	Remarks or Exceptions	
33 LIGHTS					
33-10 COCKPIT					
12-01	Cockpit and Instrument Lighting	C	-	-	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 member's eyes, 3) Lighting configuration and intensity is acceptable to the flight crew, and 4) RH dome light and main panel flood light operate normally.
		D	-	-	b) May be inoperative for day operations.
33-20 CABIN					
20-01	Cabin Signs (NO SMOKING/ FASTEN SEAT BELT/ RETURN TO SEAT)				
A)	Cabin	C	-	-	(M)(O) a) Passenger seats, flight attendant seats or lavatories from which a light is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
33 LIGHTS					
20-01 Cabin Signs (NO SMOKING/ FASTEN SEAT BELT/ RETURN TO SEAT) (cont'd)					
A) Cabin (cont'd)		C	-	-	(O) b) 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 is prohibited.
		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.



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				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
33 LIGHTS					
20-01 Cabin Signs (NO SMOKING/FASTEN SEAT BELT/RETURN TO SEAT) (cont'd)					
B) Aural Tone Function		C	-	-	(O) May be inoperative provided alternate procedures are established and used.
C) All Cargo Operations		D	-	0	May be inoperative provided all crew are on the flight deck.
20-03 Lower Deck Cabin Crew Rest Compartment Signs (NO SMOKING/FASTEN SEAT BELT)		D	-	0	May be inoperative provided Crew Rest Compartment is not occupied.
20-05 AUTO Function		C	-	-	(O) May be inoperative provided: 1) Manual control function operates normally, and 2) Alternate procedures are established and used.

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				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
33 LIGHTS						
21-01 General Illumination						
A) Cabin						No change from JAA MMEL
B) Lower Deck Cabin Crew Rest Area		C	-	-		One or more lights may be inoperative provided: 1) A minimum of one light operates in common area, and 2) Emergency lighting system operates normally.
33-40 EXTERIOR						
41-01 Navigation Light						
A) Light Bulbs		C	6	3		One bulb at each position (wing tip and aft) may be inoperative.
		C	6	0		May be inoperative for day operations.
42-01 Landing Light		D	2	0		a) No change from JAA MMEL
		C	2	1		b) No change from JAA MMEL

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				4.	Remarks or Exceptions
33 LIGHTS					
48-01 Anti-Collision/Strobe Lighting					
A) Beacon Light		C	-	0	a) May be inoperative provided wing tip white strobe lights operate normally.
		C	-	0	b) May be inoperative for day operations.
B) Strobe Light		C	3	0	a) May be inoperative provided upper and lower beacon lights operate normally.
		C	3	0	b) May be inoperative for day operations.
49-01 Wing and Engine Scan Lighting		C	4	0	a) One or more may be inoperative provided ground deicing procedures do not require their use.
		C	4	0	b) One or more may be inoperative for day operations.

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				4.	Remarks or Exceptions
33 LIGHTS					
33-50 EMERGENCY LIGHTING					
50-01	Escape Slide Lighting	C	8	0	a) May be inoperative for day operations.
		A	8	7	b) May be inoperative on one slide provided: 1) Associated exit is considered inoperative, and 2) Repairs are made within one flight day.
		A	8	- (O)	c) May be inoperative provided: 1) Aircraft crew are the only occupants of the aircraft, 2) Alternate procedures are established and used, and 3) Repairs are made within one flight day.
					NOTE: The operators MEL must state the maximum number of aircraft crew permitted.

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				4.	Remarks or Exceptions
33 LIGHTS					
50-03 Flight Crew Rest Compartment (if installed)					
A) Emergency Lighting (Overhead, Wall mounted Lights)		D	-	-	(M) May be inoperative provided: 1) Crew Rest Facility is not occupied, and 2) Crew Rest Facility is placarded "INOPERATIVE - DO NOT USE".
50-04 Lower Deck Cabin Crew Rest Compartment (if installed)					
A) Overhead Emergency Lighting		D	-	-	(M) May be inoperative provided: 1) Crew Rest Facility is not occupied, and 2) Crew Rest Facility is placarded "INOPERATIVE - DO NOT USE".
B) EXIT Sign		D	1	1	a) No change from JAA MMEL
		D	1	0	b) No change from JAA MMEL
		D	1	0	c) No change from JAA MMEL
		D	1	0	d) No change from JAA MMEL
C) EXIT Marker		D	1	0	

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				4.	Remarks or Exceptions
33 LIGHTS					
50-05	Bulk Crew Rest Compartment (if installed)				
A)	Auxiliary Light	D	-	-	(M) May be inoperative provided: 1) Crew Rest Facility is not occupied, and 2) Crew Rest Facility is placarded "INOPERATIVE - DO NOT USE".
B)	EXIT Sign				Refer to MMEL Item 33-50-04 B) RIC and Remarks
51-01	Cabin Emergency Lighting		1	1	Must be operative.
A)	Overhead Emergency Lights	C	-	-	No change from JAA MMEL
B)	Ceiling Emergency LED Lights (CELLI)	C	-	-	No change from JAA MMEL
C)	Lavatory Auxiliary Light	C	-	-	As required by regulations
D)	Exit Sign (EXIT Marking, EXIT Location)	C	-	-	a) No change from JAA MMEL
		C	-	-	b) One may be inoperative provided associated exit is considered inoperative. Refer to 52-10-01 (cont'd)

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			3.	Number Required for Dispatch
				4. Remarks or Exceptions
33 LIGHTS				
51-01 Cabin Emergency Lighting (cont'd)				
E) Floor Proximity Emergency Escape Path Marking				
a) Lighting System in Main Aisles, Cross Aisles and in the Immediate Vicinity of Doors (Main Aisles)		1	1	Must be operative.
C		-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting levels as required by certification documents.
b) Photoluminescent Tape Systems		C	1	-
				Specified sections of the photoluminescent tape may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
c) EXIT Marker		C	8	7
				One may be inoperative provided associated exit is considered inoperative. Refer to 52-10-01
d) All Cargo Operations		D	1	0
				May be inoperative.

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System & Sequence Numbers		1.	2.	Number Installed	
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34 NAVIGATION					
34-14 ATTITUDE, HEADING AND POSITION					
14-01 Indications on PFD and ND					
A) Attitude Display			2	2	Must be operative.
B) EIS Heading Display		C	4	3	
a) Magnetic Modes		B	2	1	(O) a) One may be inoperative for flights within areas of magnetic reliability provided: 1) Compass system operates normally in free gyro mode, and 2) Free gyro mode is converted to magnetic mode using operative magnetic heading information.
		B	2	0	(O) b) One or both may be inoperative for flights that are entirely within areas of magnetic unreliability provided two IR's operate normally and are used in conjunction with free gyro navigation techniques.
b) Free Gyro Modes		B	2	0	(O) One or both may be inoperative for flights that are entirely within areas of magnetic reliability (areas south of Northern Domestic Airspace).
Sub-items C) through E)					No change from JAA MMEL



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						4.	Remarks or Exceptions
34 NAVIGATION							
34-22 ATTITUDE AND HEADING STANDBY DATA							
22-01	Standby Horizon	B	1	0	(M)	May be inoperative for day VMC provided the instrument face is covered.	

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					4.	Remarks or Exceptions	
34    NAVIGATION							
22-02    Standby Compass							
A)    Indicator		B	1	0	(O)	a) No change from JAA MMEL	
		B	1	0		b) No change from JAA MMEL	
		B	1	0	(O)	c) May be inoperative provided: 1) Any combination of two IRS stabilized compass systems operate normally and 2) Aircraft is operated with dual independent navigation capability and, under positive radar control by ATC during the enroute phase, or one of the navigation systems is a TSO'd GPS which provides track information.	
		C	1	0		d) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two IR's are installed, operative and used in conjunction with approved free gyro navigation techniques.	
B)    Lighting		C	1	0			

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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
34	NAVIGATION			
34-30	LANDING AND TAXIING AID			
36-01	ILS	C	-	-
				Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.  NOTE: The operator's MEL must cross reference the VOR/ILS, GPS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
34-40	INDEPENDENT POSITION DETERMINING			
41-01	Weather Radar System	D	-	-
				May be inoperative provided forecast or reported weather conditions do not require its use.

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34    NAVIGATION							
42-01    Radio Altimeter System							
A)   RA 1		A	1	0	(O)	May be inoperative provided: 1) RA 2 operates normally, 2) Both FCU channels, all ELAC, SEC, ADIRS, SFCC, LGCIU and FAC operate normally, and 3) Repairs are made within three flight days. NOTE: If RA 1 is inoperative GPWS is inoperative. Refer to 34-48-01.	
B)   RA 2		C	1	0	(O)	May be inoperative provided: 1) RA 1 operates normally, and, 2) Both FCU channels, all ELAC, SEC, ADIRS, SFCC, LGCIU and FAC operate normally.	
43-01    TCAS							
A)   TCAS System		C	2	0	(M)	May be inoperative provided the system is deactivated and secured.	
B)   Combined TA and RA Dual Displays		C	2	1	(O)	May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions operate normally on flying pilot side.	

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34 NAVIGATION							
48-01	GPWS	A	-	-	(O)	May be inoperative provided: 1) Alternate procedures are established, and, 2) Repairs are made within three flight days.	
	A) Modes 1 to 4	A	-	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) GPWS is considered inoperative, and 2) Repairs are made within three flight days.	
	C) Glideslope Deviation (Mode 5)	B	2	0		One or both may be inoperative.	
	D) Advisory Callouts ***	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	
	E) Windshear Mode ***	C	-	0	(O)	a) May be inoperative provided: 1) Alternate procedures are established and used, and 2) Windshear Detection and Avoidance System operates normally.	

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34 NAVIGATION					
48-01 GPWS (cont'd)					
E) Windshear Mode *** (cont'd)		C	-	0	(O) b) May be inoperative provided: 1) Alternate procedures are established and used, and 2) Takeoffs and landings are not conducted in known or forecast windshear conditions.
48-02 Terrain Awareness and Warning System (TAWS) (if installed)		C	-	0	
34-50 DEPENDENT POSITION DETERMINING					
51-01 DME		D	-	-	Any in excess of those required by regulations may be inoperative.
52-01 ATC Transponder and Automatic Altitude Reporting System		D	2	1	
		C	2	0	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.

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34 NAVIGATION				
53-01 ADF	D	-	-	Any in excess of those required by regulations may be inoperative. NOTE: The operator's MEL must cross reference the VOR/ILS, GPS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
55-01 VOR	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative. NOTE: The operator's MEL must cross reference the VOR/ILS, GPS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
55-02 Marker	C	-	-	a) May be inoperative provided alternate procedures are established and used.
	D	-	-	b) May be inoperative provided routine procedures do not require its use.

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34 NAVIGATION				
58-01 Satellite Navigation				
A) Global Positioning System (GPS) (if installed)		C	-	-
				a) May be inoperative provided alternate procedures are established and used.
				NOTE:
				The operator's MEL must cross reference the VOR/ILS, GPS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
		D	-	-
				b) May be inoperative provided routine procedures do not require its use.
a) GPS Enroute and Approach Data Bases				Refer to 22-71-01



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35 OXYGEN					
35-10 CREW OXYGEN					
12-01 Oxygen Distribution					
A) Full Face Quick Donning Oxygen Mask					
a) Mask					No change from JAA MMEL
b) Microphone					No change from JAA MMEL
B) Oxygen Cylinder					No change from JAA MMEL
C) Observer Seat		B	1	0	a) May be inoperative except when required by a person in an official capacity provided it is selected OFF.
		D	1	0	b) May be inoperative provided it is selected OFF and the seat is not required to be occupied in an official capacity for extended periods of time.

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35 OXYGEN					
13-01 Control and Indicating					
A) Indications on ECAM DOOR/OXY Page					
a) OXY High Pressure C		1	0	(M)	May be inoperative provided: 1) Oxygen pressure is checked by direct reading before each departure, and 2) Oxygen system is confirmed to operate normally.  No change from JAA MMEL
b) REGUL LO PR					No change from JAA MMEL
B) CREW SUPPLY Pb Sw					
a) OFF Light					No change from JAA MMEL
35-20 PASSENGER OXYGEN					
20-01 All Crew Rest Compartments					
A) Individual Oxygen Module C		-	-	(M)(O)	a) One or more may be inoperative provided the associated bunk is not occupied and placarded INOPERATIVE - DO NOT USE.
C		-	-	(O)	b) One or more may be inoperative and the associated bunk may be occupied provided the operating altitude is limited to FL 250 and below.
					(cont'd)

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35 OXYGEN				
20-01 All Crew Rest Compartments (cont'd)				
A)	Individual Oxygen Module (cont'd)	C	-	- (M)(O) c) One or more may be inoperative and associated bunk may be occupied provided a portable oxygen bottle with mask attached is available for the associated bunk occupant.  NOTE: Portable oxygen bottle must be properly secured in the associated bunk.
21-01 Passenger Oxygen Storage				
A)	Cabin Individual Oxygen Module	C	-	- (M)(O) May be inoperative or missing provided: 1) Affected 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 PSUs, and 3) Units at assigned flight attendant locations operate normally.
				(cont'd)

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35 OXYGEN					
21-01 Passenger Oxygen Storage (cont'd)					
B) Lavatories Oxygen Module	C	-	-	(O)	a) May be inoperative provided: 1) Lavatory is not used for any purpose, and 2) Lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER".
	C	-	-	(O)	b) May be inoperative provided aircraft is not operated above FL 250.
C) Galley Oxygen Module	C	-	-		a) No change from JAA MMEL
	C	-	-	(O)	b) May be inoperative provided aircraft is not operated above FL 250.
	C	-	-		c) No change from JAA MMEL
D) All Cargo Operations	D	1	0		a) May be inoperative provided: 1) Portable oxygen bottles are available to all crew members required to be off flight deck, and 2) An automatic warning system is in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight.
(cont'd)					

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35 OXYGEN				
21-01 Passenger Oxygen Storage (cont'd)				
D) All Cargo Operations (cont'd)		D	1	0
				b) May be inoperative provided all crew are on the flight deck.
E) Flight Attendant Oxygen Module		B	-	-
				(M)(O) a) May be inoperative or missing provided:
				1) Associated seat position or seat assembly is not occupied,
				2) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight 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 crewmember manuals,
				4) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".

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				4.	Remarks or Exceptions
35 OXYGEN					
23-01 Oxygen Control and Indicating					
A) MASK MAN ON Pb					
a) Manual Control	C	1	0	May be inoperative provided: 1) Automatic control system operates normally, and 2) Altitude is limited to FL 250.	
b) AUTO Control	B	1	0	May be inoperative provided: 1) Manual control system operates normally, and 2) Altitude is limited to FL 300.	
c) Both AUTO and Manual Control Inoperative	B	1	0	a) Entire system 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 10% of the passengers for half an hour (supplemental oxygen), and 6) Passengers are appropriately briefed. (cont'd)	

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35 OXYGEN					
23-01 Oxygen Control and Indicating (cont'd)					
A) MASK MAN ON Pb (cont'd)					
c) Both AUTO and Manual Control Inoperative (cont'd)		C	1	0	b) Entire system may be inoperative for non-passenger carrying operations provided portable oxygen bottles are available for all crew members required to be off the flight deck.
B) PASSENGER SYS ON Light					No change from JAA MMEL
C) Indications on ECAM DOOR/OXY Page					No change from JAA MMEL

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35 OXYGEN				
23-01 Oxygen Control and Indicating (cont'd)				
D) Automatic Opening Feature of Door Latches	B	-	-	(M)(O) May be inoperative provided: 1) Door is confirmed inoperative unlatched, 2) Door is secured closed, 3) PSU oxygen system operates normally, 4) Flight remains at or below FL 300, 5) Manual deployment system operates normally, 6) No more that two consecutive banks of seats and their adjacent banks of seats have an inoperative automatic opening feature, and 7) Occupants are briefed on oxygen access. NOTE: The method of door closure must not hinder ready access to the first aid oxygen outlet.



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35 OXYGEN				4. Remarks or Exceptions
35-30 PORTABLE OXYGEN				
31-01 Flight Crew Portable Device		-	-	Must be operative.
32-01 Cabin Attendants Portable Device	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided:  1) Required distribution of operative units is maintained throughout the aircraft,  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  3) Procedures are established and used to alert crew members of inoperative or missing equipment.

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35 OXYGEN					
32-02	Protective Breathing Equipment (PBE)	D	-	-	(M)(O) Any in excess of those required by regulations 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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38 WATER/WASTE							
10-01	Potable Water Systems	C		-	0	(M)(O) a)	System 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.
		C		-	0	(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.

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38 WATER/WASTE					
30-01	Lavatory Systems	C	-	1	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>1) Waste is drained and system is inspected for leakage,</li> <li>2) Procedures are established to deactivate system components,</li> <li>3) Lavatory door is locked closed and placarded INOPERATIVE - DO NOT ENTER,</li> <li>4) The Pilot in Command will determine if flight duration is acceptable with a FWD lavatory unusable, and</li> <li>5) There is at least one serviceable lavatory on the aircraft.</li> </ol> NOTE: Any portion of system which operates normally may be used.

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52 DOORS					
52-10 PASSENGER CREW					
10-01 Cabin Passenger Door					
A) Passenger Configuration		A	-	-	(M)(O) One emergency exit/slide may be inoperative provided: 1) Affected door is not used for passenger loading, 2) Affected exit is verified closed, latched and locked before to each flight. Inoperative slide must be removed or deactivated or secured, 3) 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 flight 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,

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52 DOORS				
10-01 Cabin Passenger Door (cont'd)				
A) Passenger Configuration (cont'd)				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 before passenger boarding (NOTE 5 and 6), 8) Main passenger aisle(s), (cross aisles if applicable), and exit access areas are not blocked, 9) A video pre-departure safety briefing that includes emergency exits is not conducted. The live pre departure briefing must include: <ol style="list-style-type: none"> <li>1. Identification of the inoperative exit,</li> <li>2. Instructions that the affected exit is not to be used,</li> <li>3. Instructions regarding the most appropriate evacuation routing, and</li> <li>4. Identification of the area which is prohibited from use during takeoff and landing.</li> </ol>

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52 DOORS				
10-01 Cabin Passenger Door (cont'd)				
A) Passenger Configuration (cont'd)				
				10) Persons other than assigned flight attendants are not seated in the blocked area for taxi, takeoff and landing,
				11) A flight attendant is stationed at the emergency exit opposite to the inoperative exit during takeoff and landing (Note 7),
				12) Smoke removal procedures are not predicated on the use of the affected exit, and
				13) Repairs are made within one flight day.
				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.
				Relief is not permitted for an evacuation slide which is fed by two exits.

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52 DOORS				
10-01 Cabin Passenger Door (cont'd)				
A) Passenger Configuration (cont'd)				
				NOTES: (cont'd)
				2. The placard shall consist of the following (or approved equivalent):
				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.
				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.
				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 (FAR 25.561 or equivalent depending on certification basis). It must not obscure the emergency exit window.



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52 DOORS				
10-01 Cabin Passenger Door (cont'd)				
A) Passenger Configuration (cont'd)				
				NOTES: (cont'd)
				3. Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.
				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 through the appropriate Region to the Director Commercial and Business Aviation (AARX) for approval.
				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.

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52 DOORS				
10-01 Cabin Passenger Door (cont'd)				
A) Passenger Configuration (cont'd)				
				NOTES: (cont'd)
				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.
				7. A flight attendant may be stationed at the inoperative exit during taxi, takeoff and landing.

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52 DOORS				
10-01 Cabin Passenger Door (cont'd)				
A) Passenger Configuration (cont'd)				
				NOTES: (cont'd)
				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 FAR 25.807 or equivalent depending on the certification basis.
				9. Weight and balance manifest must be revised as necessary to ensure proper loading limits are observed.
				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 Director Commercial and Business Aviation (AARX). Following is a list of data which must be included in that record:
				a. carrier
				b. aircraft type, series and registration number

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52 DOORS				
10-01 Cabin Passenger Door (cont'd)				
A) Passenger Configuration (cont'd)				
				NOTES: (cont'd)
				10. (cont'd)
				c. location of aircraft
				d. date
				e. exit involved
				f. seating capacity, number of passengers offloaded and number of passengers carried
				g. cause (including occupation of person involved) and nature of occurrence
				h. point in itinerary (departure, arrival, servicing maintenance)
				i. when and where repairs made
				j. corrective action taken (e.g. training, procedures design) to preclude recurrence
				k. number of hours inoperative
				l. flight itinerary to repair base
				m. estimated cost (including details) if relief had not been available.
				n. cumulative total of occurrences per 1000 departures.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 DOORS					
10-01 Cabin Passenger Door (cont'd)					
B) Aircraft Crew Only		A	-	-	(M)(O) One emergency exit/slide may be inoperative provided:
					1) Only the aircraft crew are carried,
					2) Affected emergency exit is verified closed, latched and locked prior to each flight, and
					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) Conspicuous sign or placard indicating that the exit is inoperative is attached to the exit,
					5) Emergency exit signs and lights associated only with the inoperative exit are obscured (NOTE 3), and
					6) Repairs are made within three flight days.
					NOTES:
					1. For the purpose of this item, "aircraft crew" includes the operating crew members including the flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 DOORS					
10-01 Cabin Passenger Door (cont'd)					
B) Aircraft Crew Only (cont'd)					NOTES: (cont'd)
					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.
10-02 Cabin Emergency Passenger Door					Refer to 52-10-01
10-04 Door Damper and Emergency Operation					
A) Damper Function					No change from JAA MMEL
B) Emergency Opening Function		A	8	7	One may be inoperative provided dispatch is in compliance with Item 52-10-01.
10-06 Passenger Door Stay Mechanism		A	8	7	One may be inoperative provided dispatch is in compliance with Item 52-10-01.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 DOORS					
50-02 Cockpit Door Locking System (Mod # 50014) FAR 25.795 Compliant				(O)	NOTE: No change from JAA MMEL
A) Normal System (Normal Control Unit, Toggle Switch and Lights on COCKPIT DOOR Panel, Buzzer, Keypad, Door Release Strikes)		C	1	0	(O) a) No change from JAA MMEL
		C	1	0	b) No change from JAA MMEL
B) Backup System (Backup Control Unit, CTL Pb and Lights on CKPT DOOR BK UP Panel)		D	1	0	
					(cont'd)

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 DOORS					
50-02 Cockpit Door Locking System (Mod # 50014) FAR 25.795 Compliant (cont'd)					
C) COCKPIT DOOR Toggle Switch on COCKPIT DOOR Panel					
a) 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.
b) 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					
a) NORM Function					No change from JAA MMEL
b) BK UP Function					No change from JAA MMEL
c) OFF Function					No change from JAA MMEL (cont'd)



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				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
52 DOORS							
50-02 Cockpit Door Locking System (Mod # 50014) FAR 25.795 Compliant (cont'd)							
E) CTL Pb on CKPT DOOR BK UP Panel						No change from JAA MMEL	
F) Cockpit Door OPEN Light							
a) 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.	
b) On CKPT DOOR BK UP Panel						No change from JAA MMEL	
G) Cockpit Door FAULT Light							
a) 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.	
b) On CKPT DOOR BK UP Panel						No change from JAA MMEL	
						(cont'd)	

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 DOORS					
50-02 Cockpit Door Locking System (Mod# 50014) FAR 25.795 Compliant (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					
a) Keypad	C	1	0	(M)(O)	May be inoperative provided: 1) Keypad is deactivated, and 2) Alternate procedures are established and used.
b) Green and Red LED's	C	2	0	(O)	May be inoperative provided alternate procedures are established and used.
					(cont'd)

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 DOORS					
50-02 Cockpit Door Locking System (Mod #50014) FAR 25.795 Compliant (cont'd)					
J) Door Release Strike (Catch, Spring, Solenoid, Bolt)	C	3	2		
K) Pressure Rate Sensor					
a) On Normal CKPT DOOR CONT Panel	C	2	1		
b) On Back up CKPT DOOR CONT Panel					No change from JAA MMEL
L) LED's					
a) On Normal CKPT DOOR CONT Panel	C	5	0	(O)	May be inoperative provided associated FAULT light is verified to operate normally.
b) On Back up CKPT DOOR CONT Panel	D	5	0	(O)	No change from JAA MMEL
M) Deadbolt					No change from JAA MMEL

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
77 ENGINE INDICATING					
00-01 On ECAM E/WD					
Sub-items A) through E)					No change from JAA MMEL
F) F.F. Indication		B	4	3	One may be inoperative provided appropriate related engine instruments and fuel quantity indications operate normally.
Sub-items G) & H)					No change from JAA MMEL
00-02 On ECAM ENGINE Page					
Sub-items A) through H)					No change from JAA MMEL
I) Vibrations					
a) N1		C	4	0	(M) May be inoperative provided an approved maintenance reliability program (which includes vibration monitoring) is in place.
b) N2		C	4	0	(M) May be inoperative provided an approved maintenance reliability program (which includes vibration monitoring) is in place.
Sub-items J) through L)					No change from JAA MMEL

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
					4. Remarks or Exceptions
78 EXHAUST					
78-30 THRUST REVERSER					
30-01 Thrust Reverser	C	4	2	(M)(O)	One or two may be inoperative provided: 1) No change from JAA MMEL 2) No change from JAA MMEL 3) No change from JAA MMEL 4) No change from JAA MMEL