MMEL SUPPLEMENT

REVISION 10

TO

BOEING 727

MASTER MINIMUM EQUIPMENT LIST

W. R. Jupp Chief Aircraft Certification Flight Test for Minister of Transport

Oct. 11, 2006 Revision: 10

MMEL SUPPLEMENT

REVISION 10

TO

BOEING 727

MASTER MINIMUM EQUIPMENT LIST

Original signed by W. R. Jupp Chief Aircraft Certification Flight Test for Minister of Transport

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Reasons for Changes

General	"or" removed per FAA PL 31. No revision bars added.
21-15	(M) deleted per GB item 21.2 Rev. 06.
21-26	(M) deleted per GB item 21.2 Rev. 06.
23-2	PA relief for equipment in cargo area of Combi configuration added.
	Editorial removing "9" from page 23-6.
23-13	Editorial adding columns 1, 2, 3 in sub item 2) and replacing numbers with letters for provisos.
34-17	Format editorial in Remarks.
34-22	Cross referencing NOTE added.
34-23	Cross referencing NOTE added.
34-24	Repair Category change per GB item 34.9
34-60	Air Data Display Unit, a non essential not required unit, added.
35-5	Lavatory Oxygen relief provided by LSTC 0-LSA06-177/D added.
36-1	Editorial in Title sub heading 3).
52-22	Item restricted to -200 with 4 Type I floor level doors. Note 10 revised.

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Boeing 727 aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 47, or later applicable revision).

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

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

The FAA MMEL has entries where the "Remarks or Exceptions" column makes reference to applicable FARs. Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.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 standard four column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155E). The same definitions and symbols as the FAA MMEL are also used. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.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 Aircraft Certification 330 Sparks St. Tower C, 3rd Floor Ottawa, Ontario K1A 0N8

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Se	quenc	е				3.	Numb	er Required for Dispatch	
Nu	mbers	S					4.	Remarks or Exceptions	
21	ΔID	~	ONDITIONING						
21	AIN	CC	DNDITIONING						
	1 <i>A</i>	۱ir	Conditioning Packs						
	1	l)	All Models Except 727- 100 in Class "E" Cargo Configuration					No change from FAA MME	L
	2	2)	All Models Except Class "E" Configurations					No change from FAA MME	L
	3	3)	727-100 All Models in	С	2	1	(O)	Left pack may be inoperative	ve provided:
			Class "E" Cargo Configurations					a) Right pack operates no	ormally, and
			•					b) Altitude is limited to FL	. 250 or below.
				С	2	1	(O)	Right pack may be inopera	tive provided:
								a) Left pack operates nor	mally,
								b) Altitude is limited to FL and	. 250 or below,
								c) Main deck cargo is not	carried.
								NOTE:	
								Unit Load Devices (ULDs) provided no cargo is carried these devices. For ballast of bags (made of glass fibrosand or ingots of non-magr (such as lead) is acceptable.	d on or in purposes, use e or kevlar) of netic metals
	4	l)	727-200 Air Cycle Machines (ACM)					No change from FAA MME	L

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Nu	mbe	ers					4.	Remarks or Exceptions	
21	AIF	R C(ONDITIONING						
	2	Pa	ck Air Shut-off Valves						
		1)	All Models Except 727- 100 and 727-100QF Class "E" Cargo Configuration					No change from FAA MME	EL
		2)	727-100 All Models in Class "E" Cargo Configuration	С	2	1	(M)(O)	Left system valve may be closed provided left pack is inoperative.	
				С	2	1	(M)(O)	Right system valve may be closed provided:	e inoperative
								a) Right pack is consider and	red inoperative,
								b) Main deck cargo is no NOTE:	t carried.
								Unit Load Devices (ULDs) provided no cargo is carrie these devices. For ballast of bags (made of glass fibr sand or ingots of non-mag (such as lead) is acceptab	ed on or in purposes, use re or kevlar) of netic metals
		3)	727-200					No change from FAA MME	EL .

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Numbers				4.	Remarks or Exceptions	
21 AIR CONDITIONING						
3 Pack Air Flow Control Systems						
1) 727-100, 100QF Except Class "E" Cargo Configuration					No change from FAA MMEL	
2) 727-100 All Models in Class "E" Cargo Configuration	С	2	1	(O)	Left system may be inoperative a) Reference is made to AF Performance Data for aut system inoperative, and b) Left pack is considered in	M o-pack trip
	C	2	1	(O)	Right system may be inoperate provided: a) Reference is made to AF Performance Data for autosystem inoperative, b) Right pack is considered and c) Main deck cargo is not cannot be a NOTE: Unit Load Devices (ULDs) man provided no cargo is carried on these devices. For ballast pur of bags (made of glass fibre on sand or ingots of non-magnetic (such as lead) is acceptable.	M co-pack trip inoperative, arried. y be carried n or in poses, use r kevlar) of
3) 727-200					No change from FAA MMEL	
4) 727-200F					No change from FAA MMEL	

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Νι	ımb	ers					4.	Remarks or Exceptions	
21	Al	R CC	ONDITIONING						
	5	Pad	ck Cooling Fans						
		1)	727-100 Except Class "E" Cargo Configuration					No change from FAA MMEL	
		2)	727-100 All Models in Class "E" Cargo Configuration	С	2	1	(M)(O)	Left pack cooling fan may be provided the associated pack only in flight with the landing flaps retracted.	is operated
				С	2	1	(M)(O)	Right pack cooling fan may b inoperative provided:	е
								 a) Associated pack is opera flight with the landing ge and 	
								b) Main deck cargo is not c NOTE:	arried.
								Unit Load Devices (ULDs) maprovided no cargo is carried of these devices. For ballast purification of bags (made of glass fibre of sand or ingots of non-magnet (such as lead) is acceptable.	on or in irposes, use or kevlar) of
		3)	727-200					No change from FAA MMEL	
		4)	727-200F and 727-200 Cargo Conversions Operated in Class "E" Configurations					No change from FAA MMEL	

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Sec	quei	nce			3.	Numb	per Required for Dispatch	
Nur	mbe	ers				4.	Remarks or Exceptions	
21	AIF	R CONDITIONING						
	6	Cooling Fan Air Inlet Door Actuators						
		All Models Except Class "E" Cargo Configuration					No change from FAA MMEL	
		2) 727-100 All Models in Class "E" Cargo Configuration	С	2	1	(O)	Left door actuator may be inoperative CLOSED or partially CLOSED provide associated pack is considered inoperative.	
			С	2	1	(O)	Left door actuator may be inoperative CLOSED or partially CLOSED provide associated pack is operated only in fli with flaps retracted.	ed
			C	2	1	(O)	Right door actuator may be inoperative CLOSED or partially CLOSED provides a) Associated pack is considered inoperative, and b) Main deck cargo is not carried. NOTE: Unit Load Devices (ULDs) may be carprovided no cargo is carried on or in these devices. For ballast purposes, of bags (made of glass fibre or kevlar) sand or ingots of non-magnetic metals (such as lead) is acceptable.	rried use) of

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Nu	mbe	ers					4.	Remarks or Exceptions	
21	AIF	R C(ONDITIONING						
	6		oling Fan Air Inlet Door tuators (cont'd)						
		2)	727-100 All Models in Class "E" Cargo	С	2	1	(O)	Right door actuator may CLOSED or partially CLO	
	Configuration (cont'd)					Associated pack is of flight with flaps retra			
							b) Main deck cargo is rNOTE:	not carried.	
								Unit Load Devices (ULDs provided no cargo is carrethese devices. For balla of bags (made of glass fi sand or ingots of non-ma (such as lead) is acceptate	ied on or in st purposes, use bre or kevlar) of ignetic metals
		3)	727-200F and 727-200 Cargo Conversions Operated in Class "E" Configurations					No change from FAA MN	1EL
		4)	727-100 and 727-100QF					No change from FAA MN	1EL
		5)	727-200 Except Class "E" Cargo Configuration					No change from FAA MN	1EL
		6)	727-200F and 727-200 Cargo Conversions Operated in Class "E" Configurations					No change from FAA MN	1EL

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Sequence		3.	Numbe	r Required for Dispatch
Numbers			4.	Remarks or Exceptions
21 AIR CONDITIONING				
11 Air Mix Valves				
All Models Except Class "E" Cargo Configurations				No change from FAA MMEL
2) 727-100C In Class "E" Cargo Configuration				
a) Right Valve C	1	0	(M)	May be inoperative provided:a) Valve is deactivated in the full cold position,
				b) Right pack operates with the valve in the full cold position for smoke removal procedure, and
				c) Left pack operates normally.
С	1	0	(M)(O)	May be inoperative provided: a) Right pack is considered inoperative and not used, and
				b) Main deck cargo is not carried. 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) Left Valve				No change from FAA MMEL
3) 727-200F				No change from FAA MMEL

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Numbers				4.	Remarks or Exceptions
21 AIR CONDITIONING					
13 Cabin Rate of Climb Indicator	С	1	0	(M)	May be inoperative provided all other instruments and functions of the pressurization system operate normally.
	D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration.
15 Cabin Altitude Indicator	С	1	0	(O)	May be inoperative provided:
					 Cabin differential pressure indicator operates normally, and
					b) A chart is provided to convert cabin differential pressure to cabin altitude
	D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration.

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Numbers			4. R	emarks or Exceptions	
21 AIR CONDITIONING					
16 Cabin Pressure Control System					
Pneumatic System					
a) Automatic Mode			N	No change from FAA MM	1EL
b) Manual Mode			N	No change from FAA MM	1EL
c) Automatic and C Manual Modes	2	0		Both modes may be inop Inpressurized flight prov	
			а	o) Outflow valve remain removed,	ns open, or is
			b	e) Extended overwater prohibited, and	flight is
			C	e) Main deck cargo is r	not carried.
			U p th o	Jnit Load Devices (ULDs provided no cargo is carr hese devices. For ballate of bags (made of glass file and or ingots of non-ma such as lead) is accepta	ied on or in st purposes, use bre or kevlar) of gnetic metals
2) Electric System					
a) Automatic and/or Standby Modes			N	No change from FAA MM	1EL

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21 AIR CONDITIONING						
16 Cabin Pressure Control System (cont'd)						
2) Electric System (cont'd)						
b) Automatic and Manual AC Modes					No change from FAA MMEL	-
c) Standby and Manual DC Modes					No change from FAA MMEL	-
d) All Modes	С	4	0	(M)(O)	All modes may be inoperation unpressurized flight provide	
					a) Outflow valve remains removed,	open, or
					b) Extended overwater flig prohibited, and	ght is
					c) Main deck cargo is not	carried.
					NOTE:	
					Unit Load Devices (ULDs) reprovided no cargo is carried these devices. For ballast period of bags (made of glass fibres sand or ingots of non-magn (such as lead) is acceptable	on or in ourposes, use or kevlar) of etic metals

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Numbers				4.	Remarks or Exceptions	
21 AIR CONDITIONING						
18 Outflow/Safety Valves 1) Pneumatic System	C	2	1	(M)(O)	One or both may be inoperated and with the inoperative or remaining open, or reb. Extended overwater prohibited, and c.) Main deck cargo is not	unpressurized valve(s) emoved, flight is not carried. s) may be carried ied on or in st purposes, use ore or kevlar) of gnetic metals
 2) Outflow Valve (Electric System) a) AC Powered Actuator System b) DC Powered Actuator System 	Α	1	0	(M)(O)	May be inoperative provida) AC Powered Actuate operates normally, b) Inoperative DC Systemestrict AC System, c) Aircraft is operated a below, and d) Repairs are made windays.	ded: or System em does not at FL 250 or

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Nu	mbers					4.	Remarks or Exceptions	
21	AIR CO	ONDITIONING						
		tflow/Safety Valves nt'd)						
	2)	Outflow Valve (Electric System) (cont'd)						
		b) DC Powered Actuator System	С	1	0	(M)(O)	May be inoperative for unpreflight provided:	essurized
		(cont'd)					a) Outflow valve remains	open,
							b) Extended overwater flig prohibited, and	jht is
							c) Main deck cargo is not	carried.
							NOTE: Unit Load Devices (ULDs) n provided no cargo is carried these devices. For ballast p of bags (made of glass fibre sand or ingots of non-magne (such as lead) is acceptable	on or in ourposes, use or kevlar) of etic metals
	3)	Safety Valves (With Electric Outflow Valves)	С	2	1		One may be inoperative clospressurized flight.	sed for
			С	2	0	(M)(O)	One or both may be inopera unpressurized flight provide	
							a) Outflow valve remains	open,
							b) Extended overwater flig prohibited, and	jht is
							c) Main deck cargo is not	carried.

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21 AIR CONDITIONING						
18 Outflow/Safety Valves (cont'd)						
3) Safety Valves (With Electric Outflow Valves) (cont'd)					NOTE: Unit Load Devices (ULDs) provided no cargo is carrie these devices. For ballast of bags (made of glass fibr sand or ingots of non-magi (such as lead) is acceptable	d on or in purposes, use e or kevlar) of netic metals
19 Ram Air Shutoff Valve *** 1) 727-100/-100C (Except Class "E" Cargo Configuration					No change from FAA MME	L
2) 727-100C (Class "E" Cargo Configuration)	С	1	0	(M)	May be inoperative open p pack operates normally.	rovided right
	С	1	0	(M)(O)	May be inoperative closed deck cargo is not carried. NOTE:	provided main
					Unit Load Devices (ULDs) provided no cargo is carrie these devices. For ballast of bags (made of glass fibr sand or ingots of non-magi (such as lead) is acceptable	d on or in purposes, use e or kevlar) of netic metals
3) 727-200					No change from FAA MME	L

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Numbers				4.	Remarks or Exceptions	
21 AIR CONDITIONING		-				
20 Passenger Cabin Temperature Control System 1) Automatic Mode					No change from FAA MMEL	
2) Manual Mode					No change from FAA MMEL	
Automatic and Manual Modes						
a) Except for 727-100C In Class "E" Cargo Configuration					No change from FAA MMEL	
b) 727-100C In Class "E" Cargo Configuration	С	2	0	(M)	 May be inoperative provided: a) Right Air Mix Valve is sectful cold position, b) Right pack operates with the full cold position for sr removal procedure, and c) Left pack operates normal 	the valve in noke
	С	2	0	(M)(O)	May be inoperative provided: a) Right pack is considered is and b) Main deck cargo is not can NOTE: Unit Load Devices (ULDs) may provided no cargo is carried on these devices. For ballast pur of bags (made of glass fibre of sand or ingots of non-magnetic (such as lead) is acceptable.	rried. y be carried n or in poses, use kevlar) of

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21 AIR CONDITIONING						
25 Water Separator Anti-Icing Systems						
Passenger Configurations					No change from FAA MM	MEL
2) Class "E" Cargo Configurations						
a) 727-100 and 100QF	С	2	1	(O)	Left system may be inop right pack operates norn	
	С	2	1	(O)	Right system may be incorprovided: a) Right pack is considerand b) Main deck cargo is NOTE: Unit Load Devices (ULD provided no cargo is carthese devices. For ballatof bags (made of glass fis sand or ingots of non-mate) (such as lead) is acceptated.	lered inoperative, not carried. s) may be carried ried on or in st purposes, use ibre or kevlar) of agnetic metals
b) 727-200					No change from FAA MM	ИEL
All Models Except For Class "E" Cargo Configuration					No change from FAA MN	MEL

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Nu	mbers				4.	Remarks or Exceptions	
21	AIR CONDITIONING		_				
	26 Cabin Differential Pressure	С	1	0	(O)	May be inoperative provide	ed:
	Indicator				a)	Cabin altitude indicator openormally, and	erates
					b)	A chart is provided to convalitude to differential press	
		D	1	0	(O)	May be inoperative provide conducted in an unpressur configuration.	
	32 Airflow Multiplier Bypass Valve	С	1	0	(M)(O)		
	33 Airflow Multiplier (727-200 Only)	С	1	0	(M)(O)		
	38 Main Cargo Smoke Control System (727-200F)	С	1	0		May be inoperative provide cargo compartment remain NOTE: Unit Load Devices (ULDs) provided no cargo is carrie these devices. For ballast	may be carried d on or in purposes, use
						of bags (made of glass fibr sand or ingots of non-mag (such as lead) is acceptable	netic metals
	39 Supply Duct Temperature Gauge					No change from FAA MME	EL

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22 AUTO FLIGHT						
1 Autopilot System	В	1	0	No change from FAA MMEL		
	D	1	0	May be inoperative provided procedures do not require its		
Disengage Switches	С	2	1	One may be inoperative prov	vided:	
,				a) Autopilot is not used bel approach altitude, and		
				b) Pilot flying has the opera	ative	
	В	2	0	Both may be inoperative pro autopilot is not used.	vided	
Sub-items 2) through 11)				No change from FAA MMEL		

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vided:
ot dependent on
alled and used by ght deck duty.
essages and other which are normally eflight deck ble through the
nust be readily use.
vided:
res are established
nterphone (two ed calls (e.g. normally, and
eadily available
es normally may

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Nu	mbe	rs				4.	Remarks or Exceptions	
23	СО	MMUNICATIONS						
	2	Passenger Address System (cont'd)						
		1) Passenger Configuration	С	1	0	(O)	May be inoperative provided:	
		(cont'd)					a) It is not required by regulati	ons and
							 Alternate, normal and emer procedures, and/or operations restrictions are established used. 	ng
							NOTE: Any station that operates normabe used.	illy may
			В	1	0	(O)	For aircraft with 19 or fewer sea inoperative provided:	ts may be
							a) Alternate procedures are estand used, and	stablished
							 Required standard safety be are given to passengers us means that will ensure the lare audible to each passen 	ing a briefings
			Α	1	0	(O)	May be inoperative for non-pass carrying operations provided:	senger
							a) Crew members are the only occupants of the aircraft,	/
							b) Alternate procedures are estand used, and	stablished
							 c) Repairs are made within or day. 	e flight

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Nu	mbe	ers					4.	Remarks or Exceptions		
23	CC	NUMMU	NICATIONS							
	2	Passe (cont'o	enger Address System d)							
		,	assenger Configuration ont'd)	В	1	0	(O)	May be inoperative in the configuration provided:	e combi	
								 a) Alternate procedure and used, 	s are established	
								 Flight deck/cabin int way) with associated chimes) is operative 	d calls (e.g.	
								c) Megaphones are rea	adily available	
								d) Single cabin attenda are not permitted.	int operations	
		a)	Lavatory Speakers					No change from FAA MM	1EL	
		b)	Cargo Compartment of a Combi	D	1	0		May be inoperative in the compartment of a Combi		
			Configuration					NOTE: Cargo con System includes the han (and R1 door when R1 is cargo compartment) and the cargo compartment F	located in the the speakers in	
		(C	argo Configuration ourier/Supernumerary Idress System)	D	1	0		May be inoperative provi members are on the fligh		
		Su	ub-items 3) through 5)					No change from FAA MN	1EL	

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Nu	mbe	ers				4. Remarks or Exception	ns		
23	CC	OMMUNICATIONS							
	3	Communications Sys (VHF, HF, UHF)	tem						
		Very High Freque (VHF) Communic System		-	2	Any in excess of regular powered by a Standby inoperative			
			С	-	1	No. 2 VHF may be ino HF is installed and ope			
		Sub-items a) thro	ugh d)			No change from FAA	MMEL		
		High Frequency (I Communication S				No change from FAA	MMEL		
		Ultra High Freque (UHF) Communic System				No change from FAA	MMEL		
	5	Audio Selector Panels	s B	-	-	Except for each person duty including any person forward observers se capacity, may be income.	rson occupying the at in an official		
		Primary Observer Panel	Seat B	1	0	capacity, may be more	ociative.		
		. 33.	D	1	0	May be inoperative p required to be available capacity for extended	ole in an official		
		Secondary Obser Seat Panel	ver D	1	0				

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System &	1.	2.	Numbe	er Instal	led	
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23 COMMUNICATIONS 6 Crewmember Interphoto System 1) Passenger Config a) Flight Deck to Cabin to Flight Function	uration Cabin/ B	-	1	(O)	May be inoperative prov a) An operative flight of interphone (two way operative flight attention) b) Alternate communic procedures between flight attendant static established and use	leck/cabin y) is at an indant seat, and cations in the affected on(s) are
					NOTE: No change from	FAA MMEL
	Α	1	0	(O)	May be inoperative for n carrying operations prov	
					a) Crew members are occupants of the air	
					b) Alternate procedure and used, and	s are established
					c) Repairs are made w day.	vithin one flight
b) Cabin to Cabir Function	า				No change from FAA MI	MEL
Sub-items c) and	d)				No change from FAA MI	MEL

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Nu	mbers				4.	Remarks or Exceptions	
23	COMMUNICATIONS						
	6 Crewmember Interphone System (cont'd)2) Cargo Configuration					No change from FAA MM	EL
	 Cargo/Passenger Combi Configurations (cargo compartment located between flight deck and passenger compartment) 		1	1		Crew member interphone be operative.	system must
	8. Selective Call System *** (SELCAL)	С	1	0	(O)	May be inoperative provio	
		D	1	0		May be inoperative provious procedures do not require	
	11 ACARS (ARINC *** Communications Addressing and Reporting System) Including Printer	С	-	0		May be inoperative provion procedures are established	
		D	-	0		May be inoperative provide procedures do not require	
	12 Emergency Locator Beacon (ELT)					Moved to ATA 25 per ATA	A 100 Spec.
	13 Boom Sets						
	1) Headset Function	С	-			Headset function may be any boom set provided ali is installed, operative and	ternate headset

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Nu	mbers				4. Remarks or Exceptions	3
23	COMMUNICATIONS					
	13 Boom Sets (cont'd)2) Mike Function					
	a) CVR Equipped to Record Boom Mike	Α	-	0	Mike function may be i provided: a) DFDR operates n b) Associated hand normally, and c) Repairs are made days.	ormally,
	b) CVR not Equipped to Record Boom Mike	D	-	0	No change from FAA N	ИMEL
	14 Pre-recorded Passenger *** Announcement System	С	1	0	(O) May be inoperative procedures are establi	
	1) All Cargo Operations	D	1	0	May be inoperative promembers are on the fli	
	20 Handsets1) Passenger Configuration2) Cargo/Combi Configuration				No change from FAA N	ИMEL
	a) Flight Deck Handset	D	1	0,		
	b) Cargo Compartment Handsets	D	2	0	Handsets located in th compartment may be i inaccessible. NOTE: This includes the hand when R1 is located in cargo compartment).	noperative or set at L1 (and R1

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25 EQUIPMENT/ FURNISHINGS							
2. Megaphones	D	-	-	(M)(O)	Any in excess of those recregulations may be inoper provided:		
					a) Inoperative megapho from the passenger of location is placarded or it is removed from location, secured out megaphone and its in are placarded INOPE	abin and its INOPERATIVE, the installed of sight and the stalled location	
					b) Required distribution and	is maintained,	
					c) Procedures are estab used to alert crew me inoperative or missing	mbers of	
1) All Cargo Operations	D	-	-		May be inoperative provid members are on the flight		
Crewmember Shoulder Harness (Flight Deck)					Incorporated in MMEL Iter	m 25-29.	

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Nur	nbers				4.	Remarks or Exceptions	
25	EQUIPMENT/ FURNISHINGS 5. Flight Attendant Seat/Seat Assembly (Single/Dual Position) 1) Required Flight Attendant Seats 2) Excess Flight Attendant Seats	D	-	-	(M)	No change from FAA MME Seats/assemblies in exces requirements and not assis attendant may be inoperat they are not occupied, are are:	es of gned to a flight ive provided
	6. Pallet Locks/Cargo Restraint Systems1) Passenger Pallet Locks					a) Properly stowed, orb) Secured in the retractc) Removed. No change from FAA MME	
	2) Cargo Restraint Systems	С	_	_		No change from FAA MME	EL
		C	-	-		May be inoperative, or mis effect is that the item must inoperative, provided cargo remains empty. NOTE: Unit Load Devices (ULDs) provided no cargo is carrie these devices. For ballast of bags (made of glass fibr sand or ingots of non-mag (such as lead) is acceptab	sing that the be considered or compartment may be carried ed on or in purposes, use re or kevlar) of netic metals
		С	-	-		No change from FAA MME	EL

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Nu	mbers				4.	Remarks or Exceptions
			1			
25	EQUIPMENT/ FURNISHINGS					
	Flight Attendant Flashlight Holders/Flashlights					
	1) Flashlights	С	-	-	(O)	May be inoperative or missing provided flight attendant assigned to the associated seat has a flashlight of equivalent characteristics readily available.
	2) Holders	С	-	-	(M)(O)	May be inoperative or missing provided alternate stowage provisions are provided.
	12. Passenger Convenience Items	N/A				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, ash trays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the MEL. NOTES: 1. Exterior lavatory door ash trays are not considered convenience items. 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". 3. Movie equipment individual screens, if applicable, must be capable of being stowed.

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25 EQUIPMENT/ FURNISHINGS					
12. Passenger Convenience Items (cont'd)				NOTES: (cont'd)	
					ns is not senger
13. Passenger Seats	С	_	-	No change from FAA I	MMEL
				NOTE 1: No change fr	om FAA MMEL
				NOTE 2: deleted	
				NOTE 3: No change fr	om FAA MMEL
14 Observer Seat(s)					
Primary Observer Seat (Including associated equipment)	В	1	0	May be inoperative pro removed, stowed or se retracted position.	
	D	1	0	May be inoperative pro not required to be occu capacity for extended	upied in an official
Additional Observer Seat(s) (Including associated equipment) ***	D	-	0	May be inoperative pro do not require its use.	ovided procedures

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25 EQUIPMENT/ FURNISHINGS 21. Exterior Lavatory Door Ashtrays 1) Airplanes with more than one exterior lavatory door ashtrays installed.	С	-	_		One may be missing on the entire aircraft.
Airplanes with only one exterior lavatory door ashtray installed.	В	1	0		May be missing. NOTE: Repair Interval cannot be extended as this MMEL relief originates in an AD.
22. First Aid Kits	D	-	-	(O)	 Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.
1) First Aid Kit Seal	В	-	-	(O)	 The seal affixed on the exterior of the first aid kit may be missing or broken provided: a) First aid kit is fully equipped or the k has a maximum of one missing item b) Kit includes a list of its contents,

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25 EQUIPMENT/ FURNISHINGS					
22. First Aid Kits (cont'd)					
1) First Aid Kit Seal (cont'd)				c)	An inventory is taken on the contents of the kit prior to departure,
				d)	Procedures are established and used to alert crew members of:
					1) The missing or broken seal, and
					The need to perform an inventory under proviso c).
24. Overhead (Stowage) Bins/ D Cabin and Galley Storage	-	-	(M)		be inoperative or door/lid may be sing provided:
Compartment/Closets				a)	Procedures are established and used to secure compartment closed,
				b)	Compartment is not used for storage of emergency equipment, and
				,	Affected compartment is not used for storage of any item(s) except for those permanently affixed.
				NOT	TES:
				1.	If no partitions are installed, the entire overhead stowage compartment is considered to be inoperative.
				2.	An inoperative lid/door latch renders the lid/door inoperative.

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Nur	mbers				4.	Remarks or Exceptions		
25	EQUIPMENT/ FURNISHINGS							
	26 Emergency Medical Kit	D	-	-	(O)	Any kit or items contain excess of those require may be incomplete or procedures are establicalert crew members of incomplete kits.	ed by regulations missing provided shed and used to	
	1) Consumable Items	В	-	-	(O)	One consumable item, as required by Canadian Aviation Regulations (CAR) Commercial Air Service Standards (CASS) 725.91, may be missing provided:		
						a) Emergency medic with more than on consumable item	e of the	
						b) Kit includes a list of	of its contents,	
						 c) Procedures are es used to alert crew missing item. 		
						NOTES:		
						 For the purpose of consumable item item that once kit cannot be reuse 	s considered to be removed from the	
						2. For the purpose of of a syringe and n associated dose of considered to be of item. 2. For the purpose of or a syringe and n associated dose of considered to be of item.	f medication is	

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25 EQUIPMENT/ FURNISHINGS 26. Emergency Medical Kit (cont'd)					
2) Emergency Medical Kit Seal	В	-	-	of one missing of b) Kit includes a list c) An inventory is to of the kit prior to d) Procedures are e used to alert creved to	it may be missing or ical kit is fully kit has a maximum onsumable item, of its contents, aken on the contents departure, established and
27. Emergency Locator Transmitter	Α	-	-	As required by regula	tions.
In excess of that required by regulations	D	-	-		
28. Overhead Stowage Rack With Restraining Device	D	-	-	May be inoperative portion of the not used for stown b) The rack is place "INOPERATIVE"	ne overhead rack is vage, and orded

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Nu	mbers				4. Remarks or Exception	S
25	EQUIPMENT/ FURNISHINGS					
	29. Flight Deck Crew Member Safety Belts (Including Shoulder Harness)		-	-	Must be operative.	
	Primary Observer Seat Safety Belt	В	1	0	May be inoperative properative properties of section of the contracted position.	
		D	1	0	May be inoperative propersive properties of the decoration of the contract of	cupied in an official
	Secondary Observer Seat(s) Safety Belt(s)	D	-	0	May be inoperative pr not used.	ovided the seat is
	30. Pilot Seat Adjustments	С	-	0	(M) Vertical and fore/aft a inoperative provided t in a position to meet i requirements.	the seat is secured
	31. Lavatory NO SMOKING Placards		-	-	Must be operative. NOTE: A temporary placard redispatch an aircraft to normal placards are a	a station where

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Numbers				4. Remarks or Exceptions				
25 EQUIPMENT/ FURNISHINGS								
32. Cargo Compartment Lining Panels	С	-	-	Liner panels may be dar provided cargo is not ca associated compartmen	rried in the			
				NOTE:				
				Unit Load Devices (ULD provided no cargo is car these devices. For balla of bags (made of glass f sand or ingots of non-ma (such as lead) is accepta	ried on or in ast purposes, use libre or kevlar) of agnetic metals			

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sten	า &	1.	2.	Numbe	er Install	ed		
que	nce			3.	Numbe	r Required for Dispa7ch		
ımbe	ers				4.	Remarks or Exceptions		
FIF	RE PROTECTION							
2.	Engine Fire Extinguisher Thermal/Discharge Discs	С	3	0	(M)			
5.	Engine Fire Detection Test System		1	1		Must be operative.		
7.	Portable Fire Extinguishers	D	-	-	(M)(O)			
						removed from the parallel flight deck, or class to compartment that is crew members during location is placarded "INOPERATIVE", or from the installed location out of sight and the fand its installed location.	issenger cabin, cargo accessible to g flight, and its it is removed cation, secured ire extinguisher tion are	
						in the passenger cor each deck, the flight class E cargo compa accessible to crew m	npartment on deck and each artment that is nembers during	
						used to alert crew m	embers of	
	rsten eque imbe FIF 2.	Postem & Equence Sumbers FIRE PROTECTION 2. Engine Fire Extinguisher Thermal/Discharge Discs 5. Engine Fire Detection Test	Postem & 1. Equence symbers FIRE PROTECTION 2. Engine Fire Extinguisher Thermal/Discharge Discs 5. Engine Fire Detection Test System	restem & 1. 2. equence simbers FIRE PROTECTION 2. Engine Fire Extinguisher C Thermal/Discharge Discs 5. Engine Fire Detection Test System	DEING 727 Poster & 1. 2. Number and a squence ambers FIRE PROTECTION 2. Engine Fire Extinguisher C Thermal/Discharge Discs 5. Engine Fire Detection Test System 1 1 1	DEING 727 Date: Jun. 14, stem & 1. equence 3. Number Installe guence 4. FIRE PROTECTION 2. Engine Fire Extinguisher Thermal/Discharge Discs 5. Engine Fire Detection Test System Date: Jun. 14, Comparison of the property of the p	Date: Jun. 14, 2002 Stem & 1. 2. Number Installed Signature 3. Number Required for Dispa7ch 4. Remarks or Exceptions 5. Engine Fire Extinguisher System 1 1 Must be operative. 7. Portable Fire Extinguishers D - (M)(O) Any in excess of those reregulations may be inopermissing provided: a) Inoperative fire extinguishers of from the installed location is placarded "INOPERATIVE", or from the installed location is placarded "INOPERATIVE".	

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26	FIRE	PROTECTION							
		Vheel Well Fire Detection	В	1	0	(M)(O)	Ma	y be inoperative provide	d:
	5	System					a)	Brakes are inspected to flight and are cool to the	
							b)	Landing gear is left ext minimum of ten minute takeoff,	
							c)	Takeoff performance is accordance with AFM Landing Gear Down), a	(Flight with
							d)	Takeoff is not conducte conditions.	ed in icing
							NO	TE:	
							per and nor gea con dela low fror	case of engine failure aft formance is the prime of the landing gear should mally until performance ar down is not a problem asider the effects associated raising of landing gering landing gear during contaminated runways aditions.	onsideration d be retracted penalty with . Pilots must ated with gear or g operation

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Numbers				4. Remarks or Exceptions	
26 FIRE PROTECTION					
14. Main Deck Cargo Compartment Smoke Detection System	C	-	0	No change from FAA MM NOTES: 1. Unit Load Devices (carried in the assoc compartment provid carried on or in thes ballast purposes, us of glass fibre or kev ingots of non-magne as lead) is acceptab 2. Class E cargo comp only the installation detection systems (ULDs) may be iated led no cargo is see devices. For se of bags (made lar) of sand or etic metals (such ple.
Passenger and Combi Configurations				No change from FAA MN	ИEL
2) 727-200F				No change from FAA MM	ИEL
3) 727-100 (STC # SA189650 Conversion and 727-200 Cargo Conversions				No change from FAA MN	ЛEL
4) Fault(s) Indicated by Illumination of the "MX" Indicator (STC ST3123SE-T and ST1600SE-T)				No change from FAA MN	ΛEL

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26 FIRE PROTECTION 14. Main Deck Cargo Compartment Smoke Detection System (cont'd) 5) All Aircraft	С	-	0	May be inoperative provicarried on the main deck NOTE: Unit Load Devices (ULDsin the associated compain cargo is carried on or devices. For ballast purp	s) may be carried tment provided in these looses, use of	
15. Lavatory Fire Extinguishing Systems	С	-	0	bags (made of glass fibre sand or ingots of non-ma (such as lead) is accepta (M)(O) For each lavatory, the lavextinguishing system ma provided the lavatory small system operates normall	gnetic metals ble. vatory fire y be inoperative oke detection y.	
	С	-	0	 (M)(O) For each lavatory, the lavextinguishing system ma provided: a) Lavatory is not used for any purpose, b) Lavatory waste rece c) Lavatory door is lock placarded, "INOPER NOT ENTER", d) Access to waste recesecured closed and "INOPERATIVE - Do and e) Lavatory is used only members. 	by passengers ptacle is empty, ked closed and ATIVE - DO eptacle must be placarded D NOT USE",	

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26 FIRE PROTECTION						
15. Lavatory Fire Extinguishing Systems (cont'd)	В	-	0	(O)	May be inoperative for no carrying operations provide	
					a) Crew members are t occupants of the airc	
					b) Occupants have bee which lavatory fire ex system(s) is inoperate	ctinguishing
1) All Cargo Operations	С	-	0	(O)	May be inoperative provious members have been briellavatory fire extinguishing inoperative.	fed as to which
	D	-	0	(M)(O)	May be inoperative provide	ded:
					a) Crew members have to which lavatory fire system(s) is inoperate	extinguishing
					b) Waste receptacle is secured closed and put "INOPERATIVE - DO	olacarded,
					NOTE:	
					The above mentioned prointended to preclude crew lavatory inspections which detailed in the (O) procedular to the control of t	v member h must be

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Numbers				4.	Rem	narks or Exceptions			
26 FIRE PROTECTION									
17 Lavatory Smoke Detection	С	-	0	(M)(O)	May	be inoperative provided	l:		
Systems					a)	Lavatory is not used by for any purpose,	passengers		
					b)	Lavatory waste recepta	cle is empty,		
					c)	Lavatory door is locked placarded, "INOPERAT NOT ENTER", and			
					d)	Access to waste recepta outside the lavatory mu- closed and placarded "INOPERATIVE - DO N and	st be secured		
					e)	Lavatory is used only by members.	y crew		
	В	-	0	(O)		y be inoperative for non-prying operations provided			
					a)	Crew members are the occupants of the aircraft			
					b)	Occupants have been by which lavatory smoke disystem(s) is inoperative	etection		

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Numbers				4.	Remarks or Exceptions		
26 FIRE PROTECTION							
17 Lavatory Smoke Detection Systems (cont'd)							
1) All Cargo Operations	С	-	0	(O)	May be inoperative provide members have been briefe lavatory smoke detection sinoperative.	ed as to which	
	D	-	0	(O)	May be inoperative provide	ed:	
					 a) Crew members have to which lavatory smo system(s) is inoperati 	ke detection	
					b) Lavatory is placarded "INOPERATIVE - DO	, NOT ENTER".	
					NOTE:		
					The above mentioned provintended to preclude crew lavatory inspections which detailed in the (O) procedu	member must be	

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Nu	mbers				4.	Remarks or Exceptions		
27	FLIGHT CONTROLS		-					
	10 Elevator Position Indicators	С	2	1		One may be inoperative provided remaining indicator operates normally.		
		С	2	0	(M)(O)	Both may be inoperative provided:		
						a) Affected control surfaces are visually checked for full, free and correct movement before each flight,		
						 Affected indicators are deactivated or covered. 		
	19 Takeoff Warning Horn System		1	1		System must be operative.		
	23 Control Wheel Trim Switches	С	2	1		One may be inoperative for the pilot not flying provided the manual pitch trim system operates normally.		
	26 Rudder Pedal Adjustment	С	1	0	(M)	May be inoperative provided:		
						 Rudder pedals can be secured in a position which meets individual pilot requirements, and 		
						 Full and unrestricted movement of the rudder and brake pedal deflection is possible at both pilot stations. 		

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Nu	mbers				4. Remarks or Exception	ıs	
30	ICE AND RAIN PROTECTION						
	12 Pitot Heat Systems	В	2	1	Except where enroute its use, one may be in		
					a) Flight is conducted	ed in day VMC,	
					b) Flight is not cond moisture, and	lucted in visible	
					c) Flight is not cond forecast icing co	ducted in known or nditions.	
	Auxiliary Pitot Heat System				No change from FAA	MMEL	
	13 Static Port Heater System	В	-	-	Except where enroute its use, one may be in the airplane is not operated forecast icing conditions.	noperative provided erated in known or	
	1) B-727-100/QC				No change from FAA	MMEL	
	2) B-727-200				No change from FAA	MMEL	
	18 Ice Detection System ***	С	1	0	May be inoperative proceed in known of conditions.		

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30 ICE AND RAIN PROTECTION					
19 Pitot/Static, Temperature	В	-	0	May be inoperative provided:	
Probe Heater Indicating System				a) All other elements of the pite system operate normally, are	
				b) Flight is not conducted in kn forecast icing conditions.	own or
1) Ammeter System				No change from FAA MMEL	
2)					
3) 8 Light System ***				No change from FAA MMEL	

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Se	que	ence				3.	Number Required f	or Dispatch
Nu	mb	ers					4. Remarks or	Exceptions
31			ATING/RECORDING EMS					
	1	Clo	ocks	С	2	0	provided a	cks may be inoperative reliable and functioning readily available to all flight members.
	2	Fli	ght Data Recorder	Α	1	0	May be ino	perative provided:
								t Voice Recorder operates
							b) Repair days.	s are made within three flight
		1)	Digital FDR Recording	Α	_	_	May be ino	perative provided:
			Parameters required by regulations.				a) Cockpi and	t Voice Recorder is operative,
								s are made within twenty ar days.
		2)	Digital FDR Recording Parameters not required by regulations.	Α	-	-	made befor	perative provided repairs are the completion of the next tenance visit.

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Num	be	ers				4.	Remarks or Exceptions	
33		LIGHTS						
1		Flight Compartment and Instrument Lighting System	С	-	-		Individual lights may be inoper provided remaining lights are:	ative
							Sufficient to clearly illumin required instruments, contother devices for which it is	trols and
							 Positioned so that direct range shielded from flight crew range eyes, and 	
							c) Lighting configuration and acceptable to the flight cre	
			D	-	0		May be inoperative for day ope	erations.
3	3	Passenger Notice System "No Smoking/Fasten Seat Belt/Return to Cabin Signs"	С	-	-	(M)(O)	Passenger seats, flight attendated lavatories from which a light is legible, may not be occupied a blocked and placarded "DO NO OCCUPY".	not readily nd must be
			С	-	-	(O)	The affected seats or lavatorie occupied provided:	s may be
							PA system and crew call/of interphone system including associated chimes operate and	ng
							 Procedures are established used to alert flight attendant notify passengers when so should be fastened and so prohibited. 	nts and eat belts

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Numb	ers				4.	Remarks or Exceptions	
33	LIGHTS		-				
3	Passenger Notice System "No Smoking/Fasten Seat	Α	1	0	(O)	May be inoperative for recarrying operations pro-	
	Belt/Return to Cabin Signs" (cont'd)					a) Crew members are occupants of the air	
						b) Alternate procedure and used, and	es are established
						c) Repairs are made day.	within one flight
	1) Aural Tone Function	С	-	-	(O)	May be inoperative proprocedures are establis	
	2) Flight Deck Automatic	С	-	-	(O)	May be inoperative prov	vided:
	Function					a) Manual control fundation normally, and	ction operates
						b) Alternate procedure and used.	es are established
	3) All Cargo Operations	D	-	-		May be inoperative promembers are on the flig	
7	High Intensity Oscillating or Strobe Navigation Lights	С	-	0			

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Nu	mbe	ers				4. Remarks or Exceptions	
				1			
33	LIC	GHTS					
	8	Anti-Collision Beacon	С	4	2	Either upper and lower re strobe lights or white win lights may be inoperative	g tip strobe
			С	4	0	All may be inoperative fo	r day operations.
	9	Wing Illumination Lights	С	2	0	One or both may be inop a portable lamp/light of a capacity for wing and/or inspection is available fo operations in icing condit	dequate control surface r night
			С	2	0	One or both may be inop flight is not conducted in forecast icing conditions	known or
			С	2	0	One or both may be inop operations.	erative for day
			С	2	0	One or both may be inop a) Ground deicing proc require their use, an b) A portable lamp/ligh capacity for wing an surface inspection is night operations in ic	cedures do not d t of adequate d/or control s available for

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System &	1.	2.	Numbe	er Instal	led	
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Numbers				4.	Remarks or Exceptions	
33 LIGHTS 15 Interior Emergency Lighting	С	_	_		Must be operative. Individ	ual light bulbs.
System					etc. may be inoperative pro compliance is shown with r acceptable lighting as requ certification documents.	ovided minimum
Combi (Mixed) or All Cargo Configurations Only					No change from FAA MME	EL
16 Exterior Emergency Lighting System						
Passenger Combi, and All Cargo Configurations	С	-	0		May be inoperative for day	operations.
	Α	1	0	(O)	May be inoperative for non carrying operations provide	
					Aircraft crew members occupants of the aircraft.	
					b) Alternate procedures a and used, and	are established
					c) Repairs are made with day.	nin one flight

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Nu	mbers				4. Remarks or Exceptions	
33	LIGHTS 16 Exterior Emergency Lighting					
	System (cont'd)					
	 Passenger Combi, and All Cargo Configurations (cont'd) All Cargo Operations 				NOTES: 1. For the purposes of this ite "aircraft crew" means the concrew members including flight members, flight attendants maintenance personnel and supervisory crew members. 2. The operator's MEL must sometimes maximum number of aircraft permitted.	operating ght crew or, aircraft d s.
	17 Floor Proximity Emergency Escape Path Marking System		1	1	Must be operative.	
	1) Individual Lights	С	-	-	Individual lights may be inoperated provided compliance is shown minimum acceptable lighting lespecified in certification documents.	with vels
	2) All Cargo Operations	D	1	0		

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Se	que	nce			3.	Numb	er Required for Dispatch	
Nu	mbe	ers				4.	Remarks or Exceptions	
34		NAVIGATION						
7		Rate of Climb Indicator		2	2		Must be operative.	
	1)	Aircraft with combination VERTICAL SPEED/TCAS Indicators installed (Collins p/n 622-9353-221[3]) AND one STBY IVSI.	С	3	2		One indicator may be inoper provided one Vertical Speed operable at each pilot station	I Indicator is
12		Standby Horizon Indicator	В	1	0		May be inoperative for day \it is covered.	/MC provided
14		Turn and Bank Indicators	С	2	1			
			С	2	0		Both may be inoperative for	day VFR.
15		Directional Gyro Compass Systems						
		1) Magnetic Modes	В	2	1	(O)	One may be inoperative for areas of magnetic reliability a) Compass system operate free gyro mode, and b) Free gyro mode is converged magnetic mode using operate magnetic heading informations.	provided: es normally in rted to erative
			В	2	0	(O)	One or both may be inoperathat are entirely within areas unreliability provided two stadirectional gyro systems operand are used in conjunction navigation techniques.	of magnetic abilized erate normally
		2) Free Gyro Modes	В	2	0	(O)	One or both may be inoper flights that are entirely with magnetic reliability (areas something Northern Domestic Airspace)	in areas of south of

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34	NAVIGATION						
	16 Non-Stabilized Magnetic Compass	В	1	0		No change from FAA M	MEL
		В	1	0	(O)	May be inoperative pro	vided:
						 a) Any combination o (IRS) stabilized co- operate normally, a 	mpass, systems
						b) Aircraft is operated independent navig and, under positive ATC during the encone of the navigation TSO'd GPS which information.	ation capability radar control by route phase, or on systems is a
		С	1	0		No change from FAA M	MEL
	17 Flight Director Systems	С	3	0		Except where enroute of their use, may be inope	
						 a) Approach procedu dependent on their 	
						b) TOGA switches are inoperative.	e considered
						NOTE:	
						Any mode which operation be used.	tes normally may
	Sub-items 1) to 6)					No change from FAA M	MEL

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34 NAVIGATION								
19 Marker Beacon System								
1) Used routinely	С	1	0	(O)	May be inoperative provided alterna procedures are established and use			
2) Not used routinely	D	1	0		May be inoperative provided routine procedures do not require its use.			
21. Weather Radar	D	-	-		Any in excess of those required by regulations may be inoperative.			
Sub-items 1) through 5)					No change from FAA MMEL			
22 Radio Compass (ADF) Systems	С	-	-		Any in excess of those required by 6 605.18 (j) may be inoperative. NOTE:	CAR		
					The operator's MEL must cross refethe VOR/ILS, GPS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, more operative for dispatch.	o		
*** 1) Excess Items	D	-	0					

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NAVIGATION							
23 VHF Navigation Systems (VOR/ILS)	С	-	-		Any in excess of those required by CAR 605.18 (j) may be inoperative.		
					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.		
Sub-items 1) to 5)					No change from FAA MMEL		
24 ATC Transponder and Automatic Altitude Reporting System	С	-	0		No change from FAA MMEL		
•	D	-	0		No change from FAA MMEL		
27 Altitude Alerting System	A	-	0	(O)	 Except where enroute operations require its use, may be inoperative provided: a) Autopilot altitude hold operates normally, and b) Repairs are made within three flight days. 		
1) Dimming Feature					No change from FAA MMEL		
	NAVIGATION 23 VHF Navigation Systems (VOR/ILS) Sub-items 1) to 5) 24 ATC Transponder and Automatic Altitude Reporting System 27 Altitude Alerting System	stem & 1. quence mbers NAVIGATION 23 VHF Navigation Systems (VOR/ILS) Sub-items 1) to 5) 24 ATC Transponder and Automatic Altitude Reporting System D 27 Altitude Alerting System A	stem & 1. 2. quence mbers NAVIGATION 23 VHF Navigation Systems (VOR/ILS) Sub-items 1) to 5) 24 ATC Transponder and Automatic Altitude Reporting System D - 27 Altitude Alerting System A -	stem & 1. 2. Number and Sub-items 1) to 5) 24 ATC Transponder and Automatic Altitude Reporting System D - 0 27 Altitude Alerting System A - 0	stem & 1. 2. Number Insta quence mbers 3. Number Sub-Items 1) to 5) 24 ATC Transponder and Automatic Altitude Reporting System D - 0 27 Altitude Alerting System A - 0 (O)		

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Nu	mbers					4. Remarks or Exception	ons
34	NAVIG	GATION					
	28 Ra	dio Altimeter Systems					
	1)	Indications (Analogue and EFIS)				No change from FA	A MMEL
	2)	Receiver/Transmitter (R/T) Units					
		a) Dual R/T Units	С	2	1	provide inputs t b) Approach minir	provided: by design, does not o the GPWS, and nums or operating not require use of
			A	2	0	procedures do failed indicator,	ion for GPWS bbserved, nums or operating not require use of

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34	NAVIGATION					
	28 Radio Altimeter Systems (cont'd)					
	2) Receiver/Transmitter (R/T) Units (cont'd)					
	b) Single R/T Units	Α	1	0	May be inoperative pro	ovided:
	, 3				a) Dispatch deviation inoperative, is obs	for GPWS
					b) Approach minimur procedures do not failed indicator, an	require use of
					c) Repairs are made days.	within three flight
	3) Radio Altimeter	Α	2	0	May be inoperative pro	vided:
	Indications on EADI (EFIS Instrument System)				a) Dispatch deviation inoperative, is obs	
	- , - ,				b) Approach minimur procedures do not failed indicator, an	require use of
					c) Repairs are made days.	within three flight
	4) R/A Test Switches				No change from FAA N	MMEL

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Nu	mbers				4.	Remarks or Exceptions		
2/	NAVIGATION							
J 4	NAVIGATION							
	49 Global Positioning System ***							
	1) Used routinely	С	1	0	(O)	May be inoperative prov procedures are establis		
	2) Not used routinely	D	1	0		May be inoperative.		
	3) GPS Data Base	С	-	-		May be out of currency operations only provide		
						 a) Current Aeronautic used to verify Navion to dispatch, 		
						 b) Procedures are est used to verify statu Navigation Facilitie route of flight, and 	s and suitability of	
						c) Approach Navigation manually tuned and		
	60 Air Data Display Unit	D	1	0		This is a non essential r	ot required unit.	

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35	ОХ	YGEN							
	1	Crew Oxygen System							
		1) Observer Seat	В	1	0	May be inoperative prov OFF and seat is remove secured in the retracted	d, stowed, or		
			D	1	0	May be inoperative prov OFF and the seat is not occupied in an official ca extended periods of time	required to be apacity for		
	2	Passenger/Persons Service Units	D	-	-	(M)(O) May be inoperative or many a) Affected seat or bare placarded "INOPER occupied, b) No more than two confermed seats and their areasets have missing PSUs, and c) Units at assigned flighted locations operate not seats of the seats and their areasets have missing PSUs, and	nk of seats is RATIVE" and not consecutive banks djacent banks of or inoperative		
		Automatic Opening Feature of Door Latch(es)	В	-	-	(M)(O) May be inoperative provance of the confirmed in th	noperative sed, n operates below FL 300,		

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35	ΟX	(YGEN								
	2	Passenger Service Units (PSUs) (cont'd) 1) Automatic Opening Feature of Door Latch(es) (cont'd)					f) No more that two consecutive banks of seats and their adjacent banks of seats have an inoperative automation opening feature, and g) Occupants are briefed on oxygen access. NOTE: The method of door closure must not hinder ready access to the first aid oxygen outlet.	of		
	3	Flight Deck Oxygen Pressure Indicators 1) Crew Indicator (Single Indicator on Flight Engineer's Panel)	С	1	0	(M)(O)	 May be inoperative provided: a) Before each departure, alternate procedure is used to verify oxygen supply is above minimum required for dispatch, b) Each regulator's oxygen emergence lever is verified to be in the NORM/ or OFF position prior to each flight, and c) Oxygen system is confirmed to operate normally. 	;y AL		
		2) Passenger Indicator	С	1	0	(M)	May be inoperative provided: a) An alternate procedure is used to verify oxygen supply is above minimum required before each departure, and b) Oxygen system is confirmed to operate normally			

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Nun	nbe	ers				4. I	Rema	rks or Exceptions		
35	ОХ	YGEN								
	O	. I GLI								
	4	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M)(O)	regu	in excess of those re lations may be inope sing provided:		
							ŕ	Required distribution units is maintained t aircraft,		
								Inoperative portable dispensing unit is re passenger cabin and placarded "INOPER removed from the in secured out of sight portable oxygen dispand its installed local placarded "INOPER."	moved from the distribution is ATIVE", or it is stalled location, and the pensing unit tion are	
							,	Procedures are esta used to alert crew m inoperative or missir	embers of	
	5	Passenger Oxygen System								
		Passenger and Combi Operations	В	1	0	(O)	May	be inoperative provi	ded:	
		Operations					,	Minimum enroute all exceed 13,000 ft about		
								Both air conditioning normally,	packs operate	
							,	Pressurization syste normally,	m operates	
							d)	Flight remains at or	below FL 250,	

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35	OXYGEN									
	5 Passe (cont'o	enger Oxygen System d)								
		essenger and Combi perations (cont'd)				e) Portable oxygen u for all crew memb the passengers; fo (supplemental oxy	ers and 10% of or half an hour			
						f) Passengers are a briefed.	ppropriately			
			С	1	0	May be inoperative for carrying operations pro oxygen bottles are ava members required to be deck	ovided: portable ilable for all crew			
	a)	Automatic	В	-	-	(M)(O) May be inoperative prov	vided:			
		Presentation System				 a) Manual deployment normally, and 	t system operates			
						b) Flight remains at o	r below FL 300.			
	2) All	Cargo Operations	D	1	0	May be inoperative prov	vided:			
						 a) Portable oxygen be to all crew member off flight deck, and 				
						b) An automatic warn the cargo area to a decompression, if o required to be in th during flight.	lert of a crew members are			
			D	1	0	May be inoperative prov members are on the flig				
						(c	ont'd)			

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		alled	er Ins	Numb	2.	1.	ystem &			
	equired for Dispatch	Number Required for Dispatch					equence			
	marks or Exceptions	Rem	4.				Numbers			
							5 OXYGEN			
							5 Passenger Oxygen System (cont'd)			
	ay be inoperative provided:	May	(O)	_	_	С	3) Lavatory Oxygen			
any	Lavatory is not used for any purpose, and	a)								
	Lavatory door is locked and placarded "INOPERATIVE - ENTER".	b)								
aircraft is	ay be inoperative provided aircra t operated above FL 250.		(O)	-	-	С				
							4) Lavatory Oxygen			
							LSTC 0-LSA06-177/D			
	ay be inoperative provided:	May	(O)	0	1	С	a) Portable Oxygen			
any	Lavatory is not used for any purpose, and	a)					Bottle and Mask			
olacarded NTER".	vatory door is locked and placa IOPERATIVE - DO NOT ENTER	Lav "INO	b)							
he lavatory	e of the two light bulbs in the la			1	2	С	b) Lavatory Indicator on FE Panel			
2	Lavatory is not used for a purpose, and vatory door is locked and p IOPERATIVE - DO NOT EN	a) Lav "INC					Bottle and Mask b) Lavatory Indicator on			

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25 00005N							
35 OXYGEN							
6 PBE Smoke Hoods	D	-	-	(M)(O)	Any in excess of those r regulations may be inop provided:		
					 Required distribution units is maintained aircraft, 		
					b) Inoperative protectic equipment unit is response passenger cabin are placarded "INOPER removed from the insecured out of sight protective breathing and its installed local placarded "INOPER removed from the insecured out of sight protective breathing and its installed local placarded "INOPER removed from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its installed local placarded from the insecurity breathing and its insecurity breathin	emoved from the and its location is RATIVE", or it is installed location, it and the g equipment unit ation are	
					c) Procedures are est used to alert crew r inoperative or miss	nembers of	

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Nui	mbe	ers				4.	Remarks or Exceptions	
36	PN	IEUMATIC						
	1	Manifold Isolation Shutoff Valves						
		727-100 Combi and All Cargo Configurations	С	2	1	(M)	Left valve may be inope	erative closed.
			С	2	1	(M)	Right valve may be inoprovided: a) Main deck cargo is b) Class A Cargo Fire Procedure is used.	not carried, and e/Smoke
			С	2	1	(M)(O)	One valve may be inop provided No. 2 bleed ai operates normally.	
		2) 727-100/-200 All Passenger, 727-200 Combi and 727-200 All Cargo Configurations	С	2	1	(M)	One may be inoperative	e closed.
		3) 727-100 All Passenger	С	2	1	(M)(O)	One may be inoperative No. 2 bleed air shutoff vonormally.	
	2	Ground Pneumatic Connector Check Valve	С	1	0		May be inoperative clos	sed.
		1) 727-100/Combi and All Cargo, 727-200 Combi Configurations	С	1	0	(O)	May be inoperative ope a) Right isolation shu Engine No. 3 bleed remains closed exc start, b) Right air conditioni OFF,	toff valve and d air shutoff valve cept for engine

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Nu	mbe	ers				4. Remarks or Exception	S
36	PN 2	IEUMATIC Ground Pneumatic					
	_	Connector Check Valve (cont'd)					
		1) 727-100/Combi and All Cargo, 727-200 Combi Configurations (cont'd)				c) Altitude is limited below, d) Main deck cargo e) Main Cabin Smore Procedure is uso	o is not carried, and oke Evacuation
		2) 727-100/200 All Passenger, and 727-200 All Cargo Configurations	С	1	0	remains closed start,	hutoff valve and eed air shutoff valve except for engine oning pack remains
	3	Precooler Temperature Control Systems	С	2	0	(M)(O) One or both may be cooling air modulatin open,	inoperative provided g valve remains full
			С	2	0		e bleed remains ngine start, and g Manual limitations No. 2 engine bleed

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36	ΡN	IEUMATIC					
	4	Precooler Systems	С	2	0		 One or both may be inoperative provided: a) Associated pod engine bleed remains closed after start, and b) Aircraft Operating Manual limitations regarding use of No. 2 engine bleed for pack operation are observed.
	6	Engine Bleed Air Shutoff Valves					
		727-100 Combi and All Cargo Configurations	С	3	2	(M)	Engine No. 1 valve may be inoperative closed.
			С	3	2		Engine No. 2 or Engine No. 3 valve may be inoperative closed provided:a) Main deck cargo is not carried, andb) Main Cabin Smoke Evacuation procedure is used.
		2) All Other Configurations	С	3	2	(M)	One may be inoperative closed.
	7	Engine Bleed Air TRIP OFF Lights	С	2	0	(O)	One or both may be inoperative provided the associated engine bleed is not used except for engine start.
		727-100 Combi and All Cargo Configurations	С	2	1	(O)	Left light may be inoperative provided the associated engine bleed is not used except for engine start.
			С	2	1		Right light may be inoperative provided:
							 a) Associated engine bleed is not used except for engine start,
							b) Main deck cargo is not carried, and
							 Main Cabin Smoke Evacuation Procedure is used.

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36 PNEUMATIC						
10 Engine No. 2 High Temperature Warning System						
1) 727-100 Combi and All	С	1	0		May be inoperative provide	ed:
Cargo Configurations					a) Engine bleed not use engine start,	
					b) Main deck cargo is no	ot carried, and
					c) Main Cabin Smoke E Procedure is used.	vacuation
2) All Other Configurations	С	1	0	(O)	May be inoperative provid is not used for engine star	
11 13 th Stage Bleed Air Modulating and Shutoff Valves (Engines 1 & 3)						
1) 727-100 All Configurations and 727- 200 All Passenger Configuration	С	2	0	(O)	One or both may be inope	erative closed.
	С	2	1	(O)	One may be inoperative on the associated engine blewalve is closed after enginopened in flight.	ed air shutoff

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Sy	stem &	1.	2.	Numb	er Insta	alled		
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Nu	mbers				4.	Remarks or Exceptions		
36	PNEUMATIC							
	11 13 th Stage Bleed Air Modulating and Shutoff Valves (Engines 1 & 3) (cont'd)							
	2) 727-200 Combi Configuration	С	2	1	(M)	One valve may be inoperative	e closed.	
		С	2	1	(O)	Left may be inoperative open associated engine bleed air s is closed after engine start, an opened in flight.	hutoff valve	
		С	2	1		 Right may be inoperative ope a) Associated engine bleed valve is closed after engine not opened in flight b) Main deck cargo is not contain the con	air shutoff ne start, and arried, and	
	3) 727-200 All Cargo Configuration	С	2	1	(M)	One valve may be inoperative	e closed.	
		С	2	1		One may be inoperative oper a) Associated engine bleed valve is closed after engine not opened in flight, b) Main deck cargo is not cannot opened in Smoke Evactory Procedure is used. NOTE: One pack may be inoperative is associated with the inoperative in the inoperative is associated.	air shutoff ne start, and arried, and uation	

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Nu	mb	ers				4. Remarks or Exceptions	
38	W	ATER/WASTE					
	1	Potable Water Systems	С	_	_	(M)(O) No change from FAA MME	
	'	1 Olable Water Systems	C	_	_	NOTE: No change from FA	
						NOTE: No change nom 170	, (WIWIEL
			С	-	-	(M)(O) May be inoperative provided	l:
						a) Tank is drained and ins ensure no leakage, and	
						b) Procedures are establis used to deactivate application components to prevent servicing.	cable system
	2	Lavatory Systems	С	-	-	No change from FAA MME NOTE: No change from FA	
			С	_	1	(M)(O) May be inoperative provided	l:
						a) Waste is drained and sy inspected for leakage,	
						b) Procedures are establis used to deactivate syste components,	
						c) Lavatory door is locked placarded "INOPERATI NOT ENTER",	
						d) The Pilot in Command vif flight duration is accepted by EWD lavatory unusable	otable with a
						d) One lavatory operates r	normally.

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System &	1.		2.	Number Installed				
Sequence				Number Required for Dispatch				
Numbers				•	4.	Remarks or Exceptions		
52 DOORS								
16 Main Cabin Exi Cargo Configui		С	-	-		All slides in the cargo are exception of L1 and R1 n inoperative provided:		
						 a) L1 and R1 exits are crew members, and 	accessible to all	
						b) Aisle(s) between the the cargo crew mem seating location is no partially blocked by o	bers' assigned ot wholly or	
		В	-	0		All slides may be inopera	tive provided:	
						All crew members and deck, and	e on the flight	
						b) An alternate means available.	of egress is	
18 Boeing/CAD Active Enhanced Fligh SecurityDoor (F Compliant)	it Deck							
1) Automatic I System	Locking					No change from FAA MM	IEL	
2) Flight Deck Pressure R	Door Panel elief Latches		2	2		Must be operative.		
3) Dead Bolt						No change from FAA MM	IEL	

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1.	2.	Numb	er Install	ed		
		3.	Numbe	r Re	quired for Dispatch	
			4.	Rem	narks or Exceptions	
A	2 8	7		No Mu One	change from FAA MM st be operative. e cabin door/slide or on	ne emergency ve provided: carried, exit is verified becked before sed of the cit and slide t of the nat evacuation lude affected exit may be placard, noperative, is and lights noperative exit 3), and
		2	2 2	3. Number 4.	A 8 7 (M)(O) One exit a) b) c)	A 8 7 (M)(O) One cabin door/slide or on exit/slide may be inoperation a) Only aircraft crew are b) Affected emergency e closed, latched and lo each flight, c) Aircraft crew are advisinature (emergency exavailability) and exten unserviceability and the procedures do not incexit, though opposite used, d) Conspicuous sign or prindicating that exit is in attached to exit, e) Emergency exit signs associated only with in are obscured (NOTE)

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Syst	em &	1.	2.	Numb	er Insta	lled	
Sequ	ience			3.	Numb	er Required for Di	spatch
Num	bers				4.	Remarks or Exce	eptions
-						NOTES: 1. For the purposition of the purposition o	pose of this item only, w" means operating crew ncluding flight crew flight attendants, aircraft be personnel and or crew members. MEL must state the number of aircraft crew signs and emergency narkings which are ween two exits must not

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System &	1.	2.	Numbe	er Installed		
Sequence			3.	Number Requir	red for Dispatch	
Numbers				4. Remark	s or Exceptions	
52 DOORS						
22. Cabin Door/Emergency Exit/Escape Slide	Α	8	7		abin door/slide or or ide may be inoperati	
(Passenger Carrying Operations) -200 only				,	ffected door is not u assenger loading,	sed for
				la	fected exit is verifient the atched and locked pright.	-
				,	noperative slide mus r deactivated or sec	
				th	conspicuous placar nat exit is inoperative xit in accordance wi	e is attached to
				a	mergency exit signs ssociated only with i re obscured (NOTE	noperative exit
				a' na a' u pi e.	light crew members ttendants are advise ature (emergency exvailability) and externserviceability and trocedures do not indixit, though opposite sed,	ed of the xit and slide nt of the hat evacuation clude affected
				b d a (1	Passenger capacity li locked seating layou eveloped by the air of pproved by Transpo NOTE 4) for inclusio arrier's MEL,	its are carrier and ort Canada

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Sequence		3. Numbe	r Rec	quired for Dispatch	
Numbers		4.	Rem	arks or Exceptions	
52 DOORS					
22. Cabin Door/Emergency Exit/Escape Slide (Passenger Carrying Operations) -200 only			h)	Restricted seating areas are clear indicated by blocking with barrier tape prior to passenger boarding (NOTES 5 and 6),	rly
(cont'd)			i)	Main passenger aisle(s) and exit access areas are not blocked,	
			j)	A video pre-departure safety briefing that includes emergency exits is not conducted. The live pre-departure briefing must include	de:
				Identification of the inoperative exit,	9
				Instructions that the affected e is not to be used,	xit
				 Instructions regarding the mos appropriate evacuation routing and 	
				 Identification of the area which is prohibited from use during takeoff and landing. 	1
			k)	Persons other than assigned fligh attendants are not seated in blocked area for taxi, takeoff and landing,	ıt
			l)	Flight attendant is stationed at emergency exit opposite to inoperative exit during takeoff and landing (NOTE 7),	t

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52 DOORS				
22. Cabin Door/Emergency Exit/Escape Slide (Passenger Carrying			m)	Smoke removal procedures are not predicated on the use of the affected exit, and
Operations) -200 only (cont'd)			n)	Repairs are made within one flight day.
			NO	OTES:
			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.
			2.	The placard shall consist of the following (or approved equivalent):
				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) Following text below the disc "NO EXIT" "SORTIE INUTILISABLE" in red letters at least 3.5 cm in height on white background.
6ty				

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52 DOORS			
22 Cabin Door/Emergency		NOTES: (cont'd)	
Exit/Escape Slide (Passenger Carrying Operations) -200 only (cont'd)		under dynamic for emergency landin equivalent depend	from being dislodged rces expected during
		path markings wh	and emergency aisle ich are shared must not be obscured.
		must be accompadata including a condicating the sea The request for rethrough the appropried Director Commercial control in the appropried that the appropried that the appropried in the appropried that the appropried in the appr	r MEL relief of this item nied by all supporting onfiguration drawing ts that will be blocked. Itef must be submitted priate Region to the cial and Business AARX) for approval.
		after the announc indicated areas are If frangible, the ta for takeoff and lar tear so as not to b	ssenger boarding and

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52 DOORS			
22. Cabin Door/Emergency		NOTES: (cont'd)	
Exit/Escape Slide (Passenger Carrying Operations) -200 only (cont'd)		by the use of the described in the last desc	Performance ing Group Emergency committee - Aviation risory Committee 'Emergency direments and hods that Would mize the Potential for le Evacuation articipants", dated dition to the foregoing, abin interior layout ed in order to identify
			may be stationed at xit during taxi, takeoff
		occupancy must normal rated cap slide rafts, or the capacity of the sl after loss of one greatest capacity The minimum nu ditching exits mu	racity of the remaining rated overload ide rafts remaining additional slide raft of whichever is less. The most of required st be available as per quivalent depending

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52 DOORS				
22. Cabin Door/Emergency			NOTES: (cont'd)	
Exit/Escape Slide (Passenger Carrying Operations) -200 only (cont'd)			9. Weight and balance be revised as neces proper loading limits	ssary to ensure
(com a)			10. Not applicable for a combination passer aircraft. Refer to TC 21.	nger/cargo
			11. The carrier must ke examination by Trai of each instance wh has been exercised must be forwarded Director Commercia Aviation Branch (Aviation Branch is a list of data which included in that recommendation by the second sec	nsport Canada, nere this relief . This record quarterly to the al and Business ARX). Following h must be
			a) Carrier	
			b) Aircraft type, ser registration num	
			c) Location of aircr	aft
			d) Date	

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52 DOORS			
22. Cabin Door/Emergency		NOTES: (cont'd)	
Exit/Escape Slide (Passenger Carrying		11 e) Exit involved	
Operations) -200 only (cont'd)		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 detail if relief had not been available, and	
		n) Cumulative total of occurrences per 1000 departures	3

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System &	1.	2.	Numbe	er Installed	
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Numbers				4. Remarks or Exceptions	
77 ENGINE INDICATING					
6 Vibration Indicating System ***	D	1	0		