TRANSPORT CANADA

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

TRANSPORT CANADA

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MASTER MINIMUM EQUIPMENT LIST

Original signed by
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Chief
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BOEING 727

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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.

BOEING 727

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 Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.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:
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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING				
1 Air Conditioning Packs				
1) All Models Except 727-100 in Class “E” Cargo Configuration				No change from FAA MMEL
2) All Models Except Class “E” Configurations				No change from FAA MMEL
3) 727-100 All Models in Class “E” Cargo Configurations	C	2	1	(O) Left pack may be inoperative provided: a) Right pack operates normally, and b) Altitude is limited to FL 250 or below.
	C	2	1	(O) Right pack may be inoperative provided: a) Left pack operates normally, b) Altitude is limited to FL 250 or below, and c) 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.
4) 727-200 Air Cycle Machines (ACM)				No change from FAA MMEL

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
21 AIR CONDITIONING					
2 Pack Air Shut-off Valves					
1) All Models Except 727-100 and 727-100QF Class “E” Cargo Configuration					No change from FAA MMEL
2) 727-100 All Models in Class “E” Cargo Configuration	C	2	1	(M)(O)	Left system valve may be inoperative closed provided left pack is considered inoperative.
	C	2	1	(M)(O)	Right system valve may be inoperative closed provided: a) Right pack is considered inoperative, 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.
3) 727-200					No change from FAA MMEL

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	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	C	2	1	(O)	Left system may be inoperative provided: a) Reference is made to AFM Performance Data for auto-pack trip system inoperative, and b) Left pack is considered inoperative.
	C	2	1	(O)	Right system may be inoperative provided: a) Reference is made to AFM Performance Data for auto-pack trip system inoperative, b) Right pack is considered inoperative, and c) 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.
3) 727-200					No change from FAA MMEL
4) 727-200F					No change from FAA MMEL

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch		4. Remarks or Exceptions
21 AIR CONDITIONING					
5 Pack 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	C	2	1	(M)(O)	Left pack cooling fan may be inoperative provided the associated pack is operated only in flight with the landing gear and flaps retracted.
	C	2	1	(M)(O)	Right pack cooling fan may be inoperative provided: a) Associated pack is operated only in flight with the landing gear retracted, 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.
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

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING				
6 Cooling Fan Air Inlet Door Actuators				
1) All Models Except Class "E" Cargo Configuration				No change from FAA MMEL
2) 727-100 All Models in Class "E" Cargo Configuration	C	2	1	(O) Left door actuator may be inoperative CLOSED or partially CLOSED provided associated pack is considered inoperative.
	C	2	1	(O) Left door actuator may be inoperative CLOSED or partially CLOSED provided associated pack is operated only in flight with flaps retracted.
	C	2	1	(O) Right door actuator may be inoperative CLOSED or partially CLOSED provided: a) Associated pack is considered inoperative, 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.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING				
6 Cooling Fan Air Inlet Door Actuators (cont'd)				
2) 727-100 All Models in Class "E" Cargo Configuration (cont'd)	C	2	1	(O) Right door actuator may be inoperative CLOSED or partially CLOSED provided: a) Associated pack is operated only in flight with flaps retracted, 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.
3) 727-200F and 727-200 Cargo Conversions Operated in Class "E" Configurations				No change from FAA MMEL
4) 727-100 and 727-100QF				No change from FAA MMEL
5) 727-200 Except Class "E" Cargo Configuration				No change from FAA MMEL
6) 727-200F and 727-200 Cargo Conversions Operated in Class "E" Configurations				No change from FAA MMEL

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING				
11 Air Mix Valves				
1) 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.
	C	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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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
21 AIR CONDITIONING					
13 Cabin Rate of Climb Indicator	C	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	C	1	0	(O)	May be inoperative provided: a) 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.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING				
16 Cabin Pressure Control System				
1) Pneumatic System				
a) Automatic Mode				No change from FAA MMEL
b) Manual Mode				No change from FAA MMEL
c) Automatic and Manual Modes	C	2	0	(M)(O) Both modes may be inoperative for unpressurized flight provided: a) Outflow valve remains open, or is removed, b) Extended overwater flight is prohibited, and c) 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.
2) Electric System				
a) Automatic and/or Standby Modes				No change from FAA MMEL

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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	C	4	0	(M)(O)	All modes may be inoperative for unpressurized flight provided: a) Outflow valve remains open, or removed, b) Extended overwater flight is prohibited, and c) 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.

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21 AIR CONDITIONING				
18 Outflow/Safety Valves				
1) Pneumatic System	C	2	1	(M)(O) One or both may be inoperative provided: a) Aircraft is operated unpressurized with the inoperative valve(s) remaining open, or removed, b) Extended overwater flight is prohibited, and c) 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.
2) Outflow Valve (Electric System)				
a) AC Powered Actuator System				No change from FAA MMEL
b) DC Powered Actuator System	A	1	0	(M)(O) May be inoperative provided: a) AC Powered Actuator System operates normally, b) Inoperative DC System does not restrict AC System, c) Aircraft is operated at FL 250 or below, and d) Repairs are made within three flight days.

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21 AIR CONDITIONING				
18 Outflow/Safety Valves (cont'd)				
2) Outflow Valve (Electric System) (cont'd)				
b) DC Powered Actuator System (cont'd)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve remains open, b) Extended overwater flight is prohibited, and c) 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.
3) Safety Valves (With Electric Outflow Valves)	C	2	1	One may be inoperative closed for pressurized flight.
	C	2	0	(M)(O) One or both may be inoperative for unpressurized flight provided: a) Outflow valve remains open, b) Extended overwater flight is prohibited, and 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) 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.
19 Ram Air Shutoff Valve ***					
1) 727-100/-100C (Except Class "E" Cargo Configuration					No change from FAA MMEL
2) 727-100C (Class "E" Cargo Configuration)	C	1	0	(M)	May be inoperative open provided right pack operates normally.
	C	1	0	(M)(O)	May be inoperative closed provided 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.
3) 727-200					No change from FAA MMEL

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	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
3) 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	C	2	0	(M) May be inoperative provided: a) Right Air Mix Valve is secured 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.
	C	2	0	(M)(O) May be inoperative provided: a) Right pack is considered inoperative, 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.

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21 AIR CONDITIONING				
25 Water Separator Anti-Icing Systems				
1) Passenger Configurations				No change from FAA MMEL
2) Class “E” Cargo Configurations				
a) 727-100 and 100QF	C	2	1	(O) Left system may be inoperative provided right pack operates normally.
	C	2	1	(O) Right system may be inoperative provided: a) Right pack is considered inoperative, 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) 727-200				No change from FAA MMEL
3) All Models Except For Class “E” Cargo Configuration				No change from FAA MMEL

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING				
26 Cabin Differential Pressure Indicator	C	1	0	(O) May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to convert cabin altitude to differential pressure.
	D	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.
32 Airflow Multiplier Bypass Valve	C	1	0	(M)(O)
33 Airflow Multiplier (727-200 Only)	C	1	0	(M)(O)
38 Main Cargo Smoke Control System (727-200F)	C	1	0	May be inoperative provided main deck cargo compartment remains 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.
39 Supply Duct Temperature Gauge				No change from FAA MMEL

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
22 AUTO FLIGHT				
1 Autopilot System	B	1	0	No change from FAA MMEL
	D	1	0	May be inoperative provided routine procedures do not require its use.
1) Disengage Switches	C	2	1	One may be inoperative provided: a) Autopilot is not used below initial approach altitude, and b) Pilot flying has the operative disengage switch.
	B	2	0	Both may be inoperative provided autopilot is not used.
Sub-items 2) through 11)				No change from FAA MMEL

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23 COMMUNICATIONS				
1 Flight Deck Speaker System	C	1	0	May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty. c) All aural alerts, messages and other communications which are normally routed through the flight deck speakers are audible through the headsets, and d) A spare headset must be readily available for crew use.
2 Passenger Address System				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used; b) Flight deck/cabin interphone (two way) with associated calls (e.g. chimes) operates normally, and c) Megaphones are readily available and operative. 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					
2 Passenger Address System (cont'd)					
1) Passenger Configuration (cont'd)	C	1	0	(O)	May be inoperative provided: a) It is not required by regulations and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station that operates normally may be used.
	B	1	0	(O)	For aircraft with 19 or fewer seats may be inoperative provided: a) Alternate procedures are established and used, and b) Required standard safety briefings are given to passengers using a means that will ensure the briefings are audible to each passenger.
	A	1	0	(O)	May be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23 COMMUNICATIONS				
2 Passenger Address System (cont'd)				
1) Passenger Configuration (cont'd)	B	1	0	(O) May be inoperative in the combi configuration provided: a) Alternate procedures are established and used, b) Flight deck/cabin interphone (two way) with associated calls (e.g. chimes) is operative, c) Megaphones are readily available and operative, and d) Single cabin attendant operations are not permitted.
a) Lavatory Speakers				No change from FAA MMEL
b) Cargo Compartment of a Combi Configuration	D	1	O	May be inoperative in the cargo compartment of a Combi configuration. **NOTE: Cargo compartment PA System includes the handset at L1 door (and R1 door when R1 is located in the cargo compartment) and the speakers in the cargo compartment PSUs.**
2) Cargo Configuration (Courier/Supernumerary Address System)	D	1	0	May be inoperative provided all crew members are on the flight deck.
Sub-items 3) through 5)				No change from FAA MMEL

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23 COMMUNICATIONS				
3 Communications System (VHF, HF, UHF)				
1) Very High Frequency (VHF) Communication System	D	-	2	Any in excess of regulations and not powered by a Standby Bus. may be inoperative
	C	-	1	No. 2 VHF may be inoperative provided HF is installed and operative.
Sub-items a) through d)				No change from FAA MMEL
2) High Frequency (HF) Communication System				No change from FAA MMEL
3) Ultra High Frequency (UHF) Communication System				No change from FAA MMEL
5 Audio Selector Panels	B	-	-	Except for each person on flight deck duty including any person occupying the forward observers seat in an official capacity, may be inoperative.
1) Primary Observer Seat Panel	B	1	0	
	D	1	0	May be inoperative provided seat is not required to be available in an official capacity for extended periods of time.
2) Secondary Observer Seat Panel	D	1	0	

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23 COMMUNICATIONS				
6 Crewmember Interphone System				
1) Passenger Configuration				
a) Flight Deck to Cabin/ Cabin to Flight Deck Function	B	-	1	(O) May be inoperative provided: a) An operative flight deck/cabin interphone (two way) is at an operative flight attendant seat, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used. NOTE: No change from FAA MMEL
	A	1	0	(O) May be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.
b) Cabin to Cabin Function				No change from FAA MMEL
Sub-items c) and d)				No change from FAA MMEL

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23 COMMUNICATIONS					
6 Crewmember Interphone System (cont'd)					
2) Cargo Configuration					No change from FAA MMEL
3) Cargo/Passenger Combi Configurations (cargo compartment located between flight deck and passenger compartment)		1	1		Crew member interphone system must be operative.
8. Selective Call System *** (SELCAL)	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.
	D	1	0		May be inoperative provided routine procedures do not require its use.
11 ACARS (ARINC *** Communications Addressing and Reporting System) Including Printer	C	-	0		May be inoperative provided alternate procedures are established and used.
	D	-	0		May be inoperative provided routine procedures do not require its use.
12 Emergency Locator Beacon (ELT)					Moved to ATA 25 per ATA 100 Spec.
13 Boom Sets					
1) Headset Function	C	-			Headset function may be inoperative on any boom set provided alternate headset is installed, operative and used.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23 COMMUNICATIONS				
13 Boom Sets (cont'd)				
2) Mike Function				
a) CVR Equipped to Record Boom Mike	A	-	0	Mike function may be inoperative provided: a) DFDR operates normally, b) Associated hand mike operates normally, and c) Repairs are made within three flight days.
b) CVR not Equipped to Record Boom Mike	D	-	0	No change from FAA MMEL
14 Pre-recorded Passenger *** Announcement System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
1) All Cargo Operations	D	1	0	May be inoperative provided all crew members are on the flight deck.
20 Handsets				
1) Passenger Configuration				No change from FAA MMEL
2) Cargo/Combi Configuration				
a) Flight Deck Handset	D	1	0`	
b) Cargo Compartment Handsets	D	2	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).

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS				
2. Megaphones	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) 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. b) Required distribution is maintained, and c) Procedures are established and used to alert crew members of inoperative or missing megaphones.
1) All Cargo Operations	D	-	-	May be inoperative provided all crew members are on the flight deck.
4. Crewmember Shoulder Harness (Flight Deck)				Incorporated in MMEL Item 25-29.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS				
5. Flight Attendant Seat/Seat Assembly (Single/Dual Position)				
1) Required Flight Attendant Seats				No change from FAA MMEL
2) Excess Flight Attendant Seats	D	-	-	(M) Seats/assemblies in excess of requirements and not assigned to a flight attendant may be inoperative provided they are not occupied, are placarded and are: a) Properly stowed, or b) Secured in the retracted position, or c) Removed.
6. Pallet Locks/Cargo Restraint Systems				
1) Passenger Pallet Locks				No change from FAA MMEL
2) Cargo Restraint Systems	C	-	-	No change from FAA MMEL
	C	-	-	May be inoperative, or missing that the effect is that the item must be considered inoperative, provided cargo compartment remains 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	-	-	No change from FAA MMEL

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS				
9. Flight Attendant Flashlight Holders/Flashlights				
1) Flashlights	C	-	-	(O) May be inoperative or missing provided flight attendant assigned to the associated seat has a flashlight of equivalent characteristics readily available.
2) Holders	C	-	-	(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.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS				
12. Passenger Convenience Items (cont'd)				NOTES: (cont'd) 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.
13. Passenger Seats	C	-	-	No change from FAA MMEL NOTE 1: No change from FAA MMEL NOTE 2: deleted NOTE 3: No change from FAA MMEL
14 Observer Seat(s)				
1) Primary Observer Seat (Including associated equipment)	B	1	0	May be inoperative provided the seat is removed, stowed or secured in the retracted position.
	D	1	0	May be inoperative provided the seat is not required to be occupied in an official capacity for extended periods of time.
2) Additional Observer Seat(s) (Including associated equipment) ***	D	-	0	May be inoperative provided procedures do not require its use.

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25 EQUIPMENT/ FURNISHINGS				
21. Exterior Lavatory Door Ashtrays				
1) Airplanes with more than one exterior lavatory door ashtrays installed.	C	-	-	One may be missing on the entire aircraft.
2) Airplanes with only one exterior lavatory door ashtray installed.	B	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	B	-	-	(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 kit 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 2) The need to perform an inventory under proviso c).
24. Overhead (Stowage) Bins/ Cabin and Galley Storage Compartment/Closets	D	-	-	(M) May be inoperative or door/lid may be missing provided: a) Procedures are established and used to secure compartment closed, b) Compartment is not used for storage of emergency equipment, and c) 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 to be inoperative. 2. An inoperative lid/door latch renders the lid/door inoperative.

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25 EQUIPMENT/ FURNISHINGS				
26 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.
1) Consumable Items	B	-	-	(O) One consumable item, as required by Canadian Aviation Regulations (CAR) Commercial Air Service Standards (CASS) 725.91, may be missing provided: a) Emergency medical kit is equipped with more than one of the consumable item that is missing, b) Kit includes a list of its contents, c) Procedures are established and used to alert crew members of the missing item. 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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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS				
26. Emergency Medical Kit (cont'd)				
2) Emergency Medical Kit Seal	B	-	-	(O) The seal affixed on the exterior of the emergency medical kit may be missing or broken provided: a) Emergency medical kit is fully equipped or the kit has a maximum of one missing consumable item, b) Kit includes a list of its contents, 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 2) The need to perform an inventory under proviso c).
27. Emergency Locator Transmitter	A	-	-	As required by regulations.
1) In excess of that required by regulations	D	-	-	
28. Overhead Stowage Rack With Restraining Device	D	-	-	May be inoperative provided: a) That portion of the overhead rack is not used for stowage, and b) The rack is placarded "INOPERATIVE DO NOT USE".

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25 EQUIPMENT/ FURNISHINGS					
29. Flight Deck Crew Member Safety Belts (Including Shoulder Harness)		-	-		Must be operative.
1) Primary Observer Seat Safety Belt	B	1	0		May be inoperative provided the seat is removed, stowed or secured in the retracted position.
	D	1	0		May be inoperative provided the seat is not required to be occupied in an official capacity for extended periods of time.
2) Secondary Observer Seat(s) Safety Belt(s)	D	-	0		May be inoperative provided the seat is not used.
30. Pilot Seat Adjustments	C	-	0	(M)	Vertical and fore/aft adjustment may be inoperative provided the seat is secured in a position to meet individual pilot requirements.
31. Lavatory NO SMOKING Placards		-	-		Must be operative. NOTE: A temporary placard may be used to dispatch an aircraft to a station where normal placards are available.

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25 EQUIPMENT/ FURNISHINGS				
32. Cargo Compartment Lining Panels	C	-	-	Liner panels may be damaged or missing provided cargo is not carried in the associated compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispa7ch	4. Remarks or Exceptions
26 FIRE PROTECTION				
2. Engine Fire Extinguisher Thermal/Discharge Discs	C	3	0	(M) May be missing provided adequate charge is confirmed before the first flight of each day.
5. Engine Fire Detection Test System		1	1	Must be operative.
7. Portable Fire Extinguishers	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) 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”, b) Required distribution is maintained in the passenger compartment on each deck, the flight deck and each class E cargo compartment that is accessible to crew members during flight, as applicable, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

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System & Sequence Numbers	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26 FIRE PROTECTION			
8. Wheel Well Fire Detection System B	1	0	(M)(O) May be inoperative provided: a) Brakes are inspected before each flight and are cool to the touch, b) Landing gear is left extended for a minimum of ten minutes after takeoff, c) Takeoff performance is in accordance with AFM (Flight with Landing Gear Down), and d) Takeoff is not conducted in icing conditions. NOTE: In case of engine failure after V1, performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem. Pilots must consider the effects associated with delayed raising of landing gear or lowering landing gear during operation from contaminated runways in icing conditions.

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26 FIRE PROTECTION				
14. Main Deck Cargo Compartment Smoke Detection System	C	-	0	No change from FAA MMEL NOTES: 1. Unit Load Devices (ULDs) may be carried in the associated compartment 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. 2. Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).
1) Passenger and Combi Configurations				No change from FAA MMEL
2) 727-200F				No change from FAA MMEL
3) 727-100 (STC # SA189650 Conversion and 727-200 Cargo Conversions				No change from FAA MMEL
4) Fault(s) Indicated by Illumination of the “MX” Indicator (STC ST3123SE-T and ST1600SE-T)				No change from FAA MMEL

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26 FIRE PROTECTION				
14. Main Deck Cargo Compartment Smoke Detection System (cont'd)				
5) All Aircraft	C	-	0	May be inoperative provided cargo is not carried on the main deck. NOTE: Unit Load Devices (ULDs) may be carried in the associated compartment provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
15. Lavatory Fire Extinguishing Systems	C	-	0	(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided the lavatory smoke detection system operates normally.
	C	-	0	(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided: a) Lavatory is not used by passengers for any purpose, b) Lavatory waste receptacle is empty, c) Lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", d) Access to waste receptacle must be secured closed and placarded "INOPERATIVE - DO NOT USE", and e) Lavatory is used only by crew members.

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26 FIRE PROTECTION				
15. Lavatory Fire Extinguishing Systems (cont'd)	B	-	0	(O) May be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Occupants have been briefed as to which lavatory fire extinguishing system(s) is inoperative.
1) All Cargo Operations	C	-	0	(O) May be inoperative provided crew members have been briefed as to which lavatory fire extinguishing system(s) is inoperative.
	D	-	0	(M)(O) May be inoperative provided: a) Crew members have been briefed as to which lavatory fire extinguishing system(s) is inoperative, and b) 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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26 FIRE PROTECTION				
17 Lavatory Smoke Detection Systems	C	-	0	(M)(O) May be inoperative provided: a) Lavatory is not used by passengers for any purpose, b) Lavatory waste receptacle is empty, c) Lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and d) Access to waste receptacle from outside the lavatory must be secured closed and placarded "INOPERATIVE - DO NOT USE", and e) Lavatory is used only by crew members.
	B	-	0	(O) May be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Occupants have been briefed as to which lavatory smoke detection system(s) is inoperative.

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26 FIRE PROTECTION				
17 Lavatory Smoke Detection Systems (cont'd)				
1) All Cargo Operations	C	-	0	(O) May be inoperative provided crew members have been briefed as to which lavatory smoke detection system(s) is inoperative.
	D	-	0	(O) May be inoperative provided: a) Crew members have been briefed as to which lavatory smoke detection system(s) is inoperative, and b) Lavatory is placarded, "INOPERATIVE - DO NOT ENTER". 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
27 FLIGHT CONTROLS				
10 Elevator Position Indicators	C	2	1	One may be inoperative provided remaining indicator operates normally.
	C	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, b) Affected indicators are deactivated or covered.
19 Takeoff Warning Horn System		1	1	System must be operative.
23 Control Wheel Trim Switches	C	2	1	One may be inoperative for the pilot not flying provided the manual pitch trim system operates normally.
26 Rudder Pedal Adjustment	C	1	0	(M) May be inoperative provided: a) Rudder pedals can be secured in a position which meets individual pilot requirements, and b) Full and unrestricted movement of the rudder and brake pedal deflection is possible at both pilot stations.

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30 ICE AND RAIN PROTECTION				
12 Pitot Heat Systems	B	2	1	Except where enroute operations require its use, one may be inoperative provided: a) Flight is conducted in day VMC, b) Flight is not conducted in visible moisture, and c) Flight is not conducted in known or forecast icing conditions.
1) Auxiliary Pitot Heat System				No change from FAA MMEL
13 Static Port Heater System	B	-	-	Except where enroute operations require its use, one may be inoperative provided the airplane is not operated in known or forecast icing conditions.
1) B-727-100/QC				No change from FAA MMEL
2) B-727-200				No change from FAA MMEL
18 Ice Detection System ***	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.

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

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
31 INDICATING/RECORDING SYSTEMS				
1 Clocks	C	2	0	Aircraft clocks may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
2 Flight Data Recorder	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder operates normally, and b) Repairs are made within three flight days.
1) Digital FDR Recording Parameters required by regulations.	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days.
2) Digital FDR Recording Parameters not required by regulations.	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33 LIGHTS				
1 Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew member's eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
	D	-	0	May be inoperative for day operations.
3 Passenger Notice System "No Smoking/Fasten Seat Belt/Return to Cabin Signs"	C	-	-	(M)(O) Passenger seats, flight attendant seats or lavatories from which a light is not readily legible, may not be occupied and must be blocked and placarded "DO NOT OCCUPY".
	C	-	-	(O) The affected seats or lavatories may be occupied provided: a) PA system and crew call/cabin interphone system including associated chimes operate normally, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts should be fastened and smoking prohibited.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33 LIGHTS				
3 Passenger Notice System "No Smoking/Fasten Seat Belt/Return to Cabin Signs" (cont'd)	A	1	0	(O) May be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.
1) Aural Tone Function	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
2) Flight Deck Automatic Function	C	-	-	(O) May be inoperative provided: a) Manual control function operates normally, and b) Alternate procedures are established and used.
3) All Cargo Operations	D	-	-	May be inoperative provided all crew members are on the flight deck.
7 High Intensity Oscillating or Strobe Navigation Lights	C	-	0	
***				

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33 LIGHTS				
8 Anti-Collision Beacon	C	4	2	Either upper and lower red fuselage strobe lights or white wing tip strobe lights may be inoperative.
	C	4	0	All may be inoperative for day operations.
9 Wing Illumination Lights	C	2	0	One or both may be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.
	C	2	0	One or both may be inoperative provided flight is not conducted in known or forecast icing conditions at night.
	C	2	0	One or both may be inoperative for day operations.
	C	2	0	One or both may be inoperative provided: a) Ground deicing procedures do not require their use, and b) A portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33 LIGHTS				
15 Interior Emergency Lighting System	C	-	-	Must be operative. Individual light bulbs, etc. may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
1) Combi (Mixed) or All Cargo Configurations Only				No change from FAA MMEL
16 Exterior Emergency Lighting System				
1) Passenger Combi, and All Cargo Configurations	C	-	0	May be inoperative for day operations.
	A	1	0	(O) May be inoperative for non-passenger carrying operations provided: a) Aircraft crew members are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.

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33 LIGHTS				
16 Exterior Emergency Lighting System (cont'd)				
1) Passenger Combi, and All Cargo Configurations (cont'd)				NOTES: 1. For the purposes of this item, "aircraft crew" means the operating crew members including flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members. 2. The operator's MEL must state the maximum number of aircraft crew permitted.
2) All Cargo Operations				No change from FAA MMEL
17 Floor Proximity Emergency Escape Path Marking System		1	1	Must be operative.
1) Individual Lights	C	-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting levels specified in certification documents.
2) All Cargo Operations	D	1	0	

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	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.	C	3	2	One indicator may be inoperative provided one Vertical Speed Indicator is operable at each pilot station.
12 Standby Horizon Indicator	B	1	0	May be inoperative for day VMC provided it is covered.
14 Turn and Bank Indicators	C	2	1	
	C	2	0	Both may be inoperative for day VFR.
15 Directional Gyro Compass Systems				
1) Magnetic Modes	B	2	1	(O) One may be inoperative for flights within areas of magnetic reliability provided: a) Compass system operates normally in free gyro mode, and b) Free gyro mode is converted to magnetic mode using operative magnetic heading information.
	B	2	0	(O) One or both may be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems operate normally and are used in conjunction with free gyro navigation techniques.
2) 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).

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION				
16 Non-Stabilized Magnetic Compass	B	1	0	No change from FAA MMEL
	B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (IRS) stabilized compass, systems operate normally, and b) 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	No change from FAA MMEL
17 Flight Director Systems	C	3	0	Except where enroute operations require their use, may be inoperative provided: a) Approach procedures are not dependent on their use, and b) TOGA switches are considered inoperative. NOTE: Any mode which operates normally may be used.
Sub-items 1) to 6)				No change from FAA MMEL

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION				
19 Marker Beacon System				
1) Used routinely	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
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	C	-	-	Any in excess of those required by CAR 605.18 (j) 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.
*** 1) Excess Items	D	-	0	

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION				
23 VHF Navigation Systems (VOR/ILS)	C	-	-	Any in excess of those required by CAR 605.18 (j) 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.
Sub-items 1) to 5)				No change from FAA MMEL
24 ATC Transponder and Automatic Altitude Reporting System	C	-	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

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34 NAVIGATION				
28 Radio Altimeter Systems				
1) Indications (Analogue and EFIS)				No change from FAA MMEL
2) Receiver/Transmitter (R/T) Units				
a) Dual R/T Units	C	2	1	May be inoperative provided: a) Failed R/T Unit by design, does not provide inputs to the GPWS, and b) Approach minimums or operating procedures do not require use of failed indicator.
	A	2	0	May be inoperative provided: a) Dispatch deviation for GPWS inoperative, is observed, b) Approach minimums or operating procedures do not require use of failed indicator, and c) Repairs are made within three flight days.

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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	A	1	0	May be inoperative provided: a) Dispatch deviation for GPWS inoperative, is observed, b) Approach minimums or operating procedures do not require use of failed indicator, and c) Repairs are made within three flight days.
3) Radio Altimeter Indications on EADI (EFIS Instrument System)	A	2	0	May be inoperative provided: a) Dispatch deviation for GPWS inoperative, is observed, b) Approach minimums or operating procedures do not require use of failed indicator, and c) Repairs are made within three flight days.
4) R/A Test Switches				No change from FAA MMEL

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34 NAVIGATION				
29 Ground Proximity Warning System (GPWS)	A	-	0	(O) May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within three flight days.
1) (Modes 1 - 4)	A	-	0	(O) May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within three flight days.
2) Test Mode	A	-	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.
3) Glideslope Deviation (Mode 5)	B	2	0	
Sub-items 4) to 6)				No change from FAA MMEL

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34 NAVIGATION				
49 Global Positioning System ***				
1) Used routinely	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2) Not used routinely	D	1	0	May be inoperative.
3) GPS Data Base	C	-	-	May be out of currency for enroute operations only provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
60 Air Data Display Unit	D	1	0	This is a non essential not required unit.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
35 OXYGEN				
1 Crew Oxygen System				
1) Observer Seat	B	1	0	May be inoperative provided it is selected OFF and seat is removed, stowed, or secured in the retracted position,
	D	1	0	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.
2 Passenger/Persons Service Units	D	-	-	(M)(O) May be inoperative or missing provided: a) Affected seat or bank of seats is placarded “INOPERATIVE” and not occupied, b) No more than two consecutive banks of seats and their adjacent banks of seats have missing or inoperative PSUs, and c) Units at assigned flight attendant locations operate normally.
1) Automatic Opening Feature of Door Latch(es)	B	-	-	(M)(O) May be inoperative provided: a) Door is confirmed inoperative unlatched, b) Door is secured closed, c) PSU oxygen system operates normally, d) Flight remains at or below FL 300, e) Manual deployment system operates normally,

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35 OXYGEN					
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 automatic 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.
3 Flight Deck Oxygen Pressure Indicators					
1) Crew Indicator (Single Indicator on Flight Engineer's Panel)	C	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 emergency lever is verified to be in the NORMAL or OFF position prior to each flight, and c) Oxygen system is confirmed to operate normally.
2) Passenger Indicator	C	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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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
35 OXYGEN				
4 Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) 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 c) Procedures are established and used to alert crew members of inoperative or missing equipment.
5 Passenger Oxygen System				
1) Passenger and Combi Operations	B	1	0	(O) May be inoperative provided: a) Minimum enroute altitude does not exceed 13,000 ft above MSL, b) Both air conditioning packs operate normally, c) Pressurization system operates normally, d) Flight remains at or below FL 250,

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
35 OXYGEN				
5 Passenger Oxygen System (cont'd)				
1) Passenger and Combi Operations (cont'd)				e) Portable oxygen units are provided for all crew members and 10% of the passengers; for half an hour (supplemental oxygen), and f) Passengers are appropriately briefed.
	C	1	0	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
a) Automatic Presentation System	B	-	-	(M)(O) May be inoperative provided: a) Manual deployment system operates normally, and b) Flight remains at or below FL 300.
2) All Cargo Operations	D	1	0	May be inoperative provided: a) Portable oxygen bottles are available to all crew members required to be off flight deck, and b) 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.
	D	1	0	May be inoperative provided all crew members are on the flight deck.

(cont'd)

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35 OXYGEN				
5 Passenger Oxygen System (cont'd)				
3) Lavatory Oxygen	C	-	-	(O) May be inoperative provided: a) Lavatory is not used for any purpose, and b) Lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER".
	C	-	-	(O) May be inoperative provided aircraft is not operated above FL 250.
4) Lavatory Oxygen LSTC 0-LSA06-177/D				
a) Portable Oxygen Bottle and Mask	C	1	0	(O) May be inoperative provided: a) Lavatory is not used for any purpose, and b) Lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER".
b) Lavatory Indicator on FE Panel	C	2	1	One of the two light bulbs in the lavatory indicator may be inoperative.

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35 OXYGEN				
6 PBE Smoke Hoods	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) 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 c) Procedures are established and used to alert crew members of inoperative or missing equipment.

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36 PNEUMATIC				
1 Manifold Isolation Shutoff Valves				
1) 727-100 Combi and All Cargo Configurations	C	2	1	(M) Left valve may be inoperative closed.
	C	2	1	(M) Right valve may be inoperative closed provided: a) Main deck cargo is not carried, and b) Class A Cargo Fire/Smoke Procedure is used.
	C	2	1	(M)(O) One valve may be inoperative open provided No. 2 bleed air shutoff valve operates normally.
2) 727-100/-200 All Passenger, 727-200 Combi and 727-200 All Cargo Configurations	C	2	1	(M) One may be inoperative closed.
3) 727-100 All Passenger	C	2	1	(M)(O) One may be inoperative open provided No. 2 bleed air shutoff valve operates normally.
2 Ground Pneumatic Connector Check Valve	C	1	0	May be inoperative closed.
1) 727-100/Combi and All Cargo, 727-200 Combi Configurations	C	1	0	(O) May be inoperative open provided: a) Right isolation shutoff valve and Engine No. 3 bleed air shutoff valve remains closed except for engine start, b) Right air conditioning pack remains OFF,

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36 PNEUMATIC					
2 Ground Pneumatic Connector Check Valve (cont'd)					
1) 727-100/Combi and All Cargo, 727-200 Combi Configurations (cont'd)				c) Altitude is limited to FL 250 or below, d) Main deck cargo is not carried, and e) Main Cabin Smoke Evacuation Procedure is used.	
2) 727-100/200 All Passenger, and 727-200 All Cargo Configurations	C	1	0	(O) May be inoperative open provided: a) Right isolation shutoff valve and Engine No. 3 bleed air shutoff valve remains closed except for engine start, b) Right air conditioning pack remains OFF, and c) Altitude is limited to FL 250 or below.	
3 Precooler Temperature Control Systems	C	2	0	(M)(O) One or both may be inoperative provided cooling air modulating valve remains full open,	
	C	2	0	(O) One or both may be inoperative provided: a) Associated engine bleed remains OFF except for engine start, and b) Aircraft Operating Manual limitations regarding use of No. 2 engine bleed for pack operation are observed.	

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36 PNEUMATIC				
4 Precooler Systems	C	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				
1) 727-100 Combi and All Cargo Configurations	C	3	2	(M) Engine No. 1 valve may be inoperative closed.
	C	3	2	Engine No. 2 or Engine No. 3 valve may be inoperative closed provided: a) Main deck cargo is not carried, and b) Main Cabin Smoke Evacuation procedure is used.
2) All Other Configurations	C	3	2	(M) One may be inoperative closed.
7 Engine Bleed Air TRIP OFF Lights	C	2	0	(O) One or both may be inoperative provided the associated engine bleed is not used except for engine start.
1) 727-100 Combi and All Cargo Configurations	C	2	1	(O) Left light may be inoperative provided the associated engine bleed is not used except for engine start.
	C	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 c) 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 Cargo Configurations	C	1	0		May be inoperative provided: a) Engine bleed not used except for engine start, b) Main deck cargo is not carried, and c) Main Cabin Smoke Evacuation Procedure is used.
2) All Other Configurations	C	1	0	(O)	May be inoperative provided engine bleed is not used for engine start.
11 13 th Stage Bleed Air Modulating and Shutoff Valves (Engines 1 & 3)					
1) 727-100 All Configurations and 727-200 All Passenger Configuration	C	2	0	(O)	One or both may be inoperative closed.
	C	2	1	(O)	One may be inoperative open provided the associated engine bleed air shutoff valve is closed after engine start, and not opened in flight.

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36 PNEUMATIC				
11 13 th Stage Bleed Air Modulating and Shutoff Valves (Engines 1 & 3) (cont'd)				
2) 727-200 Combi Configuration	C	2	1	(M) One valve may be inoperative closed.
	C	2	1	(O) Left may be inoperative open provided the associated engine bleed air shutoff valve is closed after engine start, and not opened in flight.
	C	2	1	Right may be inoperative open provided: a) Associated engine bleed air shutoff valve is closed after engine start, and not opened in flight b) Main deck cargo is not carried, and c) Main Cabin Smoke Evacuation Procedure is used.
3) 727-200 All Cargo Configuration	C	2	1	(M) One valve may be inoperative closed.
	C	2	1	One may be inoperative open provided: a) Associated engine bleed air shutoff valve is closed after engine start, and not opened in flight, b) Main deck cargo is not carried, and c) Main Cabin Smoke Evacuation Procedure is used. NOTE: One pack may be inoperative provided it is associated with the inoperative valve.

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38 WATER/WASTE				
1 Potable Water Systems	C	-	-	(M)(O) No change from FAA MMEL NOTE: No change from FAA MMEL
	C	-	-	(M)(O) May be inoperative provided: a) Tank is drained and inspected to ensure no leakage, and b) Procedures are established and used to deactivate applicable system components to prevent their use or servicing.
2 Lavatory Systems	C	-	-	No change from FAA MMEL NOTE: No change from FAA MMEL
	C	-	1	(M)(O) May be inoperative provided: a) Waste is drained and system is inspected for leakage, b) Procedures are established and used to deactivate system components, c) Lavatory door is locked closed and placarded “INOPERATIVE – DO NOT ENTER”, d) The Pilot in Command will determine if flight duration is acceptable with a FWD lavatory unusable, and d) One lavatory operates normally.

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52 DOORS				
16 Main Cabin Exits/Slides (All Cargo Configurations)	C	-	-	All slides in the cargo area with the exception of L1 and R1 may be inoperative provided: a) L1 and R1 exits are accessible to all crew members, and b) Aisle(s) between the flight deck and the cargo crew members' assigned seating location is not wholly or partially blocked by cargo.
	B	-	0	All slides may be inoperative provided: a) All crew members are on the flight deck, and b) An alternate means of egress is available.
*** 18 Boeing/CAD Aerospace Enhanced Flight Deck SecurityDoor (FAR 25.895 Compliant)				
1) Automatic Locking System				No change from FAA MMEL
2) Flight Deck Door Panel Pressure Relief Latches		2	2	Must be operative.
3) Dead Bolt				No change from FAA MMEL

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52 DOORS					
*** 19 DuganAir Enhanced Flight Deck Door (STC STO1444LA) (FAR 25.795 Compliant)					
1) Dead Bolt Locks					No change from FAA MMEL
2) Flight Deck Door Panel Pressure Relief Latches		2	2		Must be operative.
21. Cabin Door/Emergency Exit/Escape Slide	A	8	7	(M)(O)	One cabin door/slide or one emergency exit/slide may be inoperative provided: a) Only aircraft crew are carried, b) Affected emergency exit is verified closed, latched and locked before each flight, c) 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, d) Conspicuous sign or placard, indicating that exit is inoperative, is attached to exit, e) Emergency exit signs and lights associated only with inoperative exit are obscured (NOTE 3), and f) Repairs are made within three flight days.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52 DOORS 21. Cabin Door/Emergency Exit/Escape Slide (cont'd)				NOTES: 1. For the purpose of this item only, "aircraft crew" means operating crew members including flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members. 2. Operator's MEL must state the maximum number of aircraft crew permitted. 3. Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.

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52 DOORS				
22. Cabin Door/Emergency Exit/Escape Slide (Passenger Carrying Operations) –200 only	A	8	7	(M)(O) One cabin door/slide or one emergency exit/slide may be inoperative provided: a) Affected door is not used for passenger loading, b) Affected exit is verified closed, latched and locked prior to each flight. c) Inoperative slide must be removed or deactivated or secured, d) A conspicuous placard indicating that exit is inoperative is attached to exit in accordance with NOTE 2, e) Emergency exit signs and lights associated only with inoperative exit are obscured (NOTE 3), f) 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, g) 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,

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52 DOORS 22. Cabin Door/Emergency Exit/Escape Slide (Passenger Carrying Operations) –200 only (cont'd)				h) Restricted seating areas are clearly indicated by blocking with barrier tape prior to passenger boarding (NOTES 5 and 6), 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: 1. Identification of the inoperative exit, 2. Instructions that the affected exit is not to be used, 3. Instructions regarding the most appropriate evacuation routing, and 4. Identification of the area which is prohibited from use during takeoff and landing. k) Persons other than assigned flight attendants are not seated in blocked area for taxi, takeoff and landing, l) Flight attendant is stationed at emergency exit opposite to inoperative exit during takeoff and landing (NOTE 7),

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52 DOORS 22. Cabin Door/Emergency Exit/Escape Slide (Passenger Carrying Operations) –200 only (cont'd)				m) Smoke removal procedures are not predicated on the use of the affected exit, and n) 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. 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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1. System & Sequence Numbers	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52 DOORS 22 Cabin Door/Emergency Exit/Escape Slide (Passenger Carrying Operations) –200 only (cont'd)			NOTES: (cont'd) 2. c) Placard shall be affixed by means that will prevent it from being dislodged under dynamic forces expected during emergency landing (FAR 25.561 or equivalent depending on certification basis). It must not obscure emergency exit window. 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 Branch (AARX) for approval. 5. If in frangible, 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 22. Cabin Door/Emergency Exit/Escape Slide (Passenger Carrying Operations) –200 only (cont'd)				NOTES: (cont'd) 6. 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", dated 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. 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.

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52 DOORS 22. Cabin Door/Emergency Exit/Escape Slide (Passenger Carrying Operations) –200 only (cont'd)				NOTES: (cont'd) 9. Weight and balance manifest must be revised as necessary to ensure proper loading limits are observed. 10. Not applicable for all-cargo and combination passenger/cargo aircraft. Refer to TC Supp item 52-21. 11. 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 Branch (AARX). Following is a list of data which must be included in that record: a) Carrier b) Aircraft type, series and registration number c) Location of aircraft d) Date

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52 DOORS 22. Cabin Door/Emergency Exit/Escape Slide (Passenger Carrying Operations) –200 only (cont'd)				NOTES: (cont'd) 11 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, and n) Cumulative total of occurrences per 1000 departures

TRANSPORT CANADA
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6 Vibration Indicating System ***	D	1	0	