



Transport  
Canada

Transports  
Canada

**TRANSPORT CANADA**

**MMEL SUPPLEMENT**

**TO**

**BOEING 737**

**MASTER MINIMUM EQUIPMENT LIST**

DocuSigned by:

*Jason Christopher Randall*

043E458EB4D44B5...

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

**December 22, 2022**  
**Revision: 31**

**Canada**

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**Master Minimum Equipment List**  
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	26-3	Revision 27	Feb. 16, 2018
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01	Jun. 21, 1990	i, L-1, L-2, 21-1, 21-2, 21-3	
02	Oct. 31, 1990	i, L-1, L-2, L-3	
03	Mar. 20, 1992	i, ii, L-1, L-2, L-3, 22-1, 23-1, 25-1, 25-2, 25-3, 25-4, 25-5, 27-1, 27-2, 28-1, 28-2, 28-3, 28-4, 30-2, 30-3, 31-1, 33-1, 33-2, 33-3, 34-1, 34-2, 36-2, 52-1, 75-1, 78-1	
03a	Apr. 06, 1992	i, L-1, L-2	
04	May 15, 1992	i, L-1, L-2 23-1, 52-1	
05	Sept. 04, 1992	I, II, III, IV, 30-3	
06	Feb. 09, 2001	All	
07	Nov. 15, 2001	I, II, III, IV, V, VI, VII, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 25-2, 25-3, 25-6, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, 26-8, 26-9, 27-1, 27-2 30-1, 30-2, 34-2, 34-3, 34-4, 35-3, 35-4, 35-5 35-6, 38-1, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 52-8, 52-9, 52-10	
08	Jun. 04, 2002	I, II, III, IV, V, VI, VII, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 25-1, 25-2, 25-3, 25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 25-12, 26-1, 26-5, 26-7, 26-8, 26-9, 27-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 35-4, 35-5, 38-1	
09	Nov. 15, 2002	I, II, III, IV, V, VI, VII, 34-2	
10	Feb. 21, 2003	I, II, III, IV, V, VI, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 25-8, 25-9, 25-10, 25-11, 25-12, 26-3, 26-4, 27-2, 30-2, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 52-8, 52-9, 52-10	
11	May 14, 2003	I, II, III, IV, V, VI, 26-8	
12	Jul. 24, 2003	I, II, III, IV, V, VI, 23-1, 23-2, 23-3, 23-4, 25-10, 26-9, 33-4, 52-1	

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14	Oct. 07, 2004	I, II, III, IV, V, VI, 23-2, 23-3, 25-9, 33-5, 34-5, 34-6, 36-1, 52-2	
15	Aug. 29, 2007	I, II, III, IV, V, VI, VII, VIII, IX, X, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8, 21-9, 21-10, 21-11, 21-12, 21-13, 21-14, 21-15, 23-1, 23-2, 23-5, 23-6, 25-1, 25-3, 25-4, 25-5, 25-6, 25-8, 25-9, 25-10, 25-11, 25-12, 25-13, 26-3, 26-6, 26-10, 27-1, 27-2, 30-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 35-1, 38-1, 38-2, 52-1, 52-6, 52-7	
16	Oct. 18, 2010	I, II, III, IV, V, VI, VII, VIII, IX, 26-8, 34-13, 34-14, 38-2	
17	Mar. 10, 2011	I, II, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XIV, 21-1 to 21-13, 22-1, 23-1 to 23-9, 25-2 to 25-13, 26-3 to 26-11, 27-1, 30-1, 30-2, 31-1, 32-1, 33-1 to 33-5, 34-1, 34-3 to 34-12, 35-1, 35-2, 36-1, 38-1 to 38-4, 52-1, 52-2, 52-5, 52-6, 52-7, 52-8	
18	May 06, 2011	I, II, III, IV, V, VI, VII, VIII, 23-9, 25-4 to 25-11, 30-1, 32-1, 33-1, 33-2, 33-3, 34-4, 34-10, 35-1 to 35-5	
19	Jan. 11, 2012	I, II, III, IV, V, VI, VII, 23-6, 23-7, 23-8, 25-8, 25-9, 46-1	
20	Sep. 04, 2012	I, II, III, IV, V, VI, VII, VIII, 23-8, 23-9, 25-8, 25-10, 25-11, 30-1, 31-2, 31-3, 33-5, 34-3, 34-6, 34-11	
21	Dec. 05, 2013	I, II, III, IV, V, VI, VII, VIII, 23-1, 23-4, 23-9, 23-10, 25-3 to 25-12, 32-2, 34-5	
22	Nov. 11, 2014	I, II, III, IV, V, VI, VII, VIII, IX, 21-1, 21-2, 21-3, 22-1, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 25-1, 25-3, 25-6, 25-7, 25-8, 25-9, 25-10, 26-1, 26-2, 26-11, 26-12, 26-13, 31-4, 32-2, 34-5, 38-2	
23	May 21, 2015	I, II, III, IV, V, VI, VII, VIII, 21-2, 23-1 to 23-10, 25-3, 26-11, 26-12, 26-13, 26-14, 26-15	
24	Nov. 04, 2015	I, II, III, IV, V, VI, VII, VIII, 21-2, 25-3, 25-10, 27-1, 31-2, 31-4, 32-1, 32-2, 33-3, 34-6, 36-1, 38-2, 46-1, 46-2, 52-3, 52-4, 77-1	



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27	Feb. 16, 2018	I to IX, 21-1, 21-2, 26-3, 26-4, 33-3, 33-4, 34-8 to 34-13	
28	June 07, 2018	I to VIII, 25-11	
29	Aug. 18, 2020	I to IX, 21-1, 21-2, 22-1, 22-2, 23-6, 25-3, 25-10, 26-5, 27-1, 34-2, 34-6, 34-11, 35-5, 38-1, 38-3	
30	Oct. 05, 2021	I to IX, 21-1, 23-3, 23-4, 23-6, 23-7, 23-11, 23-12, 25-4 to 25-10, 26-1, 26-2, 26-5 to 26-12, 33-1, 33-2, 33-3, 34-1 to 34-24, 38-1	
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**Reasons for Changes**

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<b>Item #</b>	<b>Description of Change</b>
<b>General</b>	Alignment with FAA MMEL Rev 62 and added relief based on STC's.
<b>21-55</b>	Item re-numbered from 21-53.
<b>23-04</b>	Revised # required from '1' to '-'. Added (O) for 23-04-01-02 to match FAA MMEL.
<b>23-12</b>	Revised proviso as per Guidance Book – Rev 8.
<b>23-13</b>	Added 23-13-02 as per FAA MMEL and re-numbered subsequent sub-items.
<b>23-18</b>	Added 23-18-01 as per FAA MMEL.
<b>23-25</b>	Added '***' to both sub-items to match FAA MMEL.
<b>25-01</b>	Added 25-01-01 as per FAA MMEL and re-numbered subsequent sub-item.
<b>25-06</b>	Revised notes and titles of sub-items to match FAA MMEL. Added 25-06-06 and re-numbered subsequent sub-item.
<b>25-17</b>	Removed 25-17-03 as per FAA MMEL.
<b>25-20</b>	Deleted to harmonize with FAA MMEL.
<b>26-03</b>	Added 26-03-01 as per FAA MMEL.
<b>26-14</b>	Added repair interval, # installed, # required, and provisos for 26-14-04.
<b>26-15</b>	Added '(M)(O)' for 25-15-01B.
<b>27-02</b>	Deleted to harmonize with FAA MMEL.
<b>27-18</b>	Revised proviso to match Guidance Book – Rev 8.
<b>30-14</b>	Deleted to harmonize with FAA MMEL.
<b>31-14</b>	Deleted to harmonize with FAA MMEL.
<b>33-03</b>	Added '(M)' and '(O)' to sub-item 33-03-01. Deleted 33-03-04 to harmonize with FAA MMEL.
<b>34-14</b>	Removed sub-titles and revised proviso of 34-14-02.
<b>34-62</b>	Added item based on STC SA19-31.
<b>34-70</b>	Added item based on STC ST02522SE.
<b>34-71</b>	Added item based on STC ST02522SE.
<b>35-04</b>	Added 35-04-01 as per FAA MMEL.
<b>35-05</b>	Added sub-items 35-05C and 35-05D as per FAA MMEL.
<b>35-06</b>	Added 35-04-01 as per FAA MMEL.
<b>36-05</b>	Revised 36-05-02.
<b>52-16</b>	Removed (O) in 52-16A. Added sub-items 52-16B and 52-16C. Moved 52-16B to 52-16D.

## **Introduction**

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This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Boeing 737 aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 62, 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 14 CFR. 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  
National Aircraft Certification

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch		
<div style="padding-left: 20px;">21      AIR CONDITIONING</div> <div style="padding-left: 20px;">01      Air Conditioning Packs</div> <div style="padding-left: 20px;">01-01 to 01-06</div> <div style="padding-left: 20px;">01-07-01    Combi Configuration                  (STC SA14-65)</div>	C	2	1	<div style="padding-left: 20px;">4. Remarks or Exceptions</div> <div style="padding-left: 40px;">No change from FAA MMEL.</div> <div style="padding-left: 40px;">Except for ER operations, Right Pack may be inoperative.</div>	

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				4. Remarks or Exceptions					
21	AIR CONDITIONING								
55 ***	ECS Modification (STC SA14-65)								
55-01	ECS Valve								
55-01A	Valve motor failure while aircraft in full cargo or full passenger configuration	D	1	0	(M)	May be inoperative provided it can be manually operated to the OPEN position and the ECS valve control switch in the cockpit is placarded VALVE MOTOR INOP.			
55-01B	Valve motor failure while aircraft in Class F Combi configuration	C	1	0	(M)	May be inoperative provided it can be manually operated to the required position and the ECS valve control switch in the cockpit is placarded VALVE MOTOR INOP.			
55-02	ECS Valve Control Panel								
55-02A	Component failure while aircraft in full cargo or full passenger configuration	D	1	0					
55-02B	Component failure while aircraft in Class F Combi configuration	B	1	0	(M)	May be inoperative provided: a) ECS VALVE circuit breaker is pulled and collared, b) Combi ECS Valve Control Panel is placarded INOP, c) Valve can be manually positioned, and d) Valve position is confirmed through a gasper air condition function check per AMMS 21-23-31/501.			

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System & Sequence Numbers		1.	2. Number Installed		
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				4. Remarks or Exceptions	
22	AUTOFLIGHT				
01	Autopilot Systems				
01A		C	-	1	No change from FAA MMEL.
01B		B	-	0	No change from FAA MMEL. NOTES: No change from FAA MMEL.
01-01	Control Wheel Autopilot Disconnect Switches				
01-01-01	-100/-200/-300/-400/-500 Without Autopilot DISENGAGE Bar				
01-01-01A		C	2	1	One may be inoperative provided: a) Autopilot is not used below 1500 feet AGL, b) Approach minimums do not require use of autopilot, and c) The pilot flying has the operative disconnect.
01-01-01B		B	2	0	No change from FAA MMEL.

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22	AUTOFLIGHT				
01	Autopilot Systems (cont'd)				
01-01	Control Wheel Autopilot Disconnect Switches (cont'd)				
01-01-02	-100/-200/-300/-400/-500 With Autopilot DISENGAGE Bar and - 600/-700/-800/- 800BCF/-900/-900ER				
01-01-02A		C	2	1	One may be inoperative provided: a) Mode Control Panel autopilot DISENGAGE bar operates normally, b) Autopilot is not used below 1500 feet AGL, c) Approach minimums do not require use of autopilot, and d) The pilot flying has the operative disconnect.
01-01-02B		B	2	0	No change from FAA MMEL.
01-02	Autopilot Disengage Bar	C	1	0	
***					

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
23	COMMUNICATIONS						
02	Passenger Address System (Includes STC ST10238SC)						
02-01	Passenger Configuration						
02-01A		B	1	0	(O)	May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, b) Flight deck/cabin interphone system (two way) with associated calls (e.g. chimes) is verified operative prior to each flight, and c) Megaphone(s) is/are readily available and operative. NOTE: No change from FAA MMEL.	
02-01B		C	1	0	(O)	No change from FAA MMEL. NOTE: No change from FAA MMEL.	
02-01C		A	1	0	(O)	May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.	



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System & Sequence Numbers			1.	2. Number Installed	
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23	COMMUNICATIONS				
02	Passenger Address System (Includes STC ST10238SC) (cont'd)				
02-01	Passenger Configuration (cont'd)				
02-01D		D	1	0	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.
02-01-01	Lavatory Speakers	C	-	0	(O) No change from FAA MMEL.
02-01-02	Cabin Speakers	C	-	-	No change from FAA MMEL.
02-02	Cargo Configuration (Courier/Supernumerary Address System)				
02-02A		C	1	0	(O) No change from FAA MMEL.
02-02B		D	1	0	May be inoperative provided all crew members are on the flight deck.
02-02-01	Lavatory Speakers				
02-02-01A		C	1	0	(O) No change from FAA MMEL.
02-02-01B		D	1	0	No change from FAA MMEL.

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23 COMMUNICATIONS				
04 Crewmember Interphone System				
04-01 Passenger Configuration				
04-01-01 Flight Deck to Cabin, Cabin to Flight Deck Functions				
04-01-01A	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, b) An operative flight deck to cabin interphone system (two way) is at an operative flight attendant seat, and c) Alternate communications procedures are established and used. NOTE: No change from FAA MMEL
04-01-01B	A	1	0	(O) May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.

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23	COMMUNICATIONS						
04	Crewmember Interphone System (cont'd)						
04-01	Passenger Configuration (cont'd)						
04-01-02	Cabin to Cabin Function						
04-01-02A	B		2	0	(O)	No change from FAA MMEL.	
04-01-02B	B		-	-	(O)	No change from FAA MMEL.	
04-01-02C	A		-	0	(O)	May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.	
04-01-03	Flight Deck to Ground Function (Includes CALL functions)					No change from FAA MMEL.	

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			4. Remarks or Exceptions		
23	COMMUNICATIONS				
04	Crewmember Interphone System (cont'd)				
04-02	Cargo Configuration				
04-02-01	Flight Deck to Cabin, Cabin to Flight Deck Functions				
04-02-01A		C	-	0	(O) No change from FAA MMEL.
04-02-01B		D	-	0	May be inoperative provided all crew members are on the flight deck.
04-02-02	Cabin to Cabin Function	D	-	0	May be inoperative provided all crew members are on the flight deck.
04-02-03	Flight Deck to Ground Function (Includes CALL functions)				No change from FAA MMEL.
04-03	Cargo/Passenger Combi Configurations (cargo compartment located between flight deck and passenger compartment) (Includes STC SA14-65)		1	1	Must be operative.

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				3. Number Required for Dispatch							
				4. Remarks or Exceptions							
23	COMMUNICATIONS										
09	ACARS System										
***											
09A		C		1	0	(O)	No change from FAA MMEL.				
09B		D		1	0		No change from FAA MMEL.				
09-01	ACARS Printer (Includes LSTC C-LSA02-373/D)	D		-	0						
09-02	FMC Interface Function										
09-02A		C		-	0	(O)	No change from FAA MMEL.				
09-02B		D		1	0		No change from FAA MMEL.				
12	Emergency Locator Transmitter (ELT) (Includes LSTC C-LSA01-076/D)										
***											
12-01	Survival Type ELTs	D		-	-		No change from FAA MMEL.				
***											
12-02	Fixed ELTs										
***											
12-02-01	Required by Regulations	A		-	-	(M)	May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.				
12-02-02	Not Required by Regulations	D		-	-		Any in excess of those required by regulations may be inoperative or missing.				

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23	COMMUNICATIONS							
13	Flight Crew Audio Selector/Control Panels	A	2	1	(O)	Either the Captain's or the First Officer's audio control panel may be inoperative provided: a) The optional AUDIO transfer switch is installed and operates normally, b) The primary observer's audio control panel is located on the aft electronics panel, operates normally and is not required for an observer in an official capacity, and c) Repairs are made within two flight days.		
13-01 ***	AUDIO Transfer Switch	C	1	0				
13-02	Switch Lights	C	-	0				
13-03	Primary Observer Seat Panel	D	1	0		May be inoperative provided procedures do not require its use.		
13-04	Secondary Observer Seat Panel	D	1	0				

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23	COMMUNICATIONS							
15 ***	Pre-recorded Passenger Announcement System (Includes LSTCs C-LSA05-275/D, C-LSA01-083/D, C-LSA05-139/D and STC SA09-27)							
15A		C	1	0	(O)	No change from FAA MMEL.		
15B		D	1	0		No change from FAA MMEL.		
15C	Cargo Configuration	D	1	0		May be inoperative provided all crew members are on the flight deck.		
18	Satellite Communication System (SATCOM) (Includes STC SA04- 131)							
18A		C	1	0	(O)	No change from FAA MMEL.		
18B		D	1	0		No change from FAA MMEL.		
18-01 ***	SATCOM Data Link					No change from FAA MMEL.		

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			4. Remarks or Exceptions					
23	COMMUNICATIONS							
20	Handset Systems							
20-01	Passenger Configuration							
20-01-01	Flight Deck							
20-01-01A		C	1	0	(O)	No change from FAA MMEL.		
20-01-01B		D	1	0		No change from FAA MMEL.		
20-01-02	Cabin	B	-	-	(O)	May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) Operative handset(s) is located at an operative flight attendant seat, and c) Alternate communication procedures between the affected flight attendant station(s) are established and used.		
						NOTES: No change from FAA MMEL.		
20-01-03	ePhone Cordless Handset System (STCs SA08-62, SA13-63, C-LSA05-156/D, C-LSA05-274/D, C-LSA06-120/D, and C-LSA07-101/D)	D	1	0	(M)(O)	May be inoperative provided: a) System is deactivated, b) Alternate procedures are established and used, and c) ePhone Cordless Handset and associated circuit breakers are placarded "INOPERATIVE".		
20-02	Cargo Configuration					No change from FAA MMEL.		



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System & Sequence Numbers	1.	2. Number Installed
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23            COMMUNICATIONS  25            Automated Flight ***           Information Reporting System (AFIRS) (STCs ST10345SC and ST02361NY) (LSTC O-LSA06-035/D) (STC SA07-8)  25-01        Global Voice SATCOM ***           (STC ST02361NY) (STC SA07-8)  25-02        Global Messaging ***           (STC ST02361NY) (STC SA07-8)		
		No change from FAA MMEL.
		No change from FAA MMEL.
		No change from FAA MMEL.

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			4. Remarks or Exceptions					
23	COMMUNICATIONS							
35 ***	SKYTRAC ISAT Airborne Position/Data Communicator System (STCs SA16-37 and SA19-75)							
35-01	ISAT-200A Transceiver							
35-01A		D	1	0	(M)	May be inoperative provided: a) ISAT circuit breaker is pulled and collared, b) ISAT circuit breaker is placarded “INOP”, and c) CDP-300() and DVI-300() are placarded “INOP”.		
35-01B		D	1	0	(M)	May be missing provided: a) ISAT circuit breaker is pulled and collared, b) Any loose cables/plugs are capped and stowed, and c) CDP-300() and DVI-300() are placarded “INOP”.		
35-02	CDP-300() Control Display Unit							
35-02A		D	-	0	(M)	May be inoperative provided CDP-300() is placarded “INOP”.		
35-02B		D	-	0	(M)	May be missing provided: a) ISAT circuit breaker is pulled and collared, and b) Any loose cables/plugs are capped and stowed.		

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			4. Remarks or Exceptions					
23	COMMUNICATIONS							
35 ***	SKYTRAC ISAT Airborne Position/Data Communicator System (STCs SA16-37 and SA19-75) (cont'd)							
35-03	DVI-300() Dispatch Voice Interface							
35-03A	D		-	0	(M)	May be inoperative provided DVI-300() is placarded "INOP". NOTE: If CDP-300() remains installed and operative, DVI-300() must not be removed.		
35-03B	D		-	0	(M)	May be missing provided: a) ISAT circuit breaker is pulled and collared, and b) Any loose cables/plugs are capped and stowed.		

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			4. Remarks or Exceptions				
25	EQUIPMENT/ FURNISHINGS						
01	Megaphones (Includes STCs SA2969SO, and ST10238SC)	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.	
01-01 ***	Tamper Seals or Tags						
01-02	All Cargo Operations	D	-	0		May be inoperative provided all crew members are on the flight deck.	

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				4. Remarks or Exceptions				
25	EQUIPMENT/ FURNISHINGS							
03	Flight Attendant Seat Assembly (Single or Dual Position)							
03-01	Required Flight Attendant Seats	B	-	1	(M)(O)	No change from FAA MMEL. NOTE 1: An automatic folding seat (which does not have a secondary stowing /locking mechanism) that will not stow automatically is considered inoperative.  NOTE 2: A seat position with a missing or inoperative required component, such as safety belt (including shoulder harness) or headrest renders the seat position inoperative.		
03-02	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, b) Secured in the retracted position, or c) Removed.		
03-03	All Cargo Configuration	D	-	-		No change from FAA MMEL.		
03-04 ***	Seat Cushion Heating System	D	-	0	(M)	No change from FAA MMEL.		

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25	EQUIPMENT/ FURNISHINGS				
06	Passenger Seat(s) (Includes STCs ST10238SC, SA14-81, SA15-80, SA16-56 and SA16-66)	D	-	-	No change from FAA MMEL. NOTE 1. No change from FAA MMEL. NOTE 2. No change from FAA MMEL. NOTE 3. Deleted.
06-01	Recline Mechanism				
06-01A		D	-	-	(M) No change from FAA MMEL.
06-01B		C	-	-	No change from FAA MMEL.
06-02	Armrests				No change from FAA MMEL.
06-03	Underseat Baggage Restraining System	C	-	-	(O) No change from FAA MMEL.
06-05	Seat Belt / Air Bag Restraint Systems				No change from FAA MMEL.
06-06 ***	Delethalization Pads	D	-	-	No change from FAA MMEL.
06-07	Headrests (STC SA14-81, SA15- 80, SA16-56, SA16-66, SA19-19, SA19-20, and SA19-116)	D	-	-	(M) May be inoperative and seat occupied provided affected headrest(s) is/are secured in the normal position.

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		4. Remarks or Exceptions			
25	EQUIPMENT/ FURNISHINGS				
10 ***	Non-Essential Equipment and Furnishings (NEF)	-	0	<p>May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF program outlined in the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p> <p>NOTE: Exterior lavatory door ashtrays are not considered NEF items.</p>	

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25	EQUIPMENT/ FURNISHINGS						
11	Observer Seat(s)						
11-01	Primary Observer's Seat (Including Associated Equipment)	D	1	0	(M)	May be inoperative provided: a) Procedures do not require its use, and b) The seat is removed, stowed, or secured in the retracted position.	
11-02 ***	Second Observer's Seat (Including Associated Equipment)	D	1	0		May be inoperative provided procedures do not require its use.	
11-03 ***	Crotch Straps	C	-	0			



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25	EQUIPMENT/ FURNISHINGS						
17	Emergency Medical Equipment (Includes STC ST10238SC)						
17-01	First Aid Kit (FAK) and/or Associated Equipment	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.	
17-01-01	First Aid Kit Seal (Required First Aid Kits)	A	-	-	(O)	The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: 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, c) An inventory is taken on the contents of the kit prior to departure, and 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).	

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25	EQUIPMENT/ FURNISHINGS						
17	Emergency Medical Equipment (Includes STC ST10238SC) (con'td)						
17-02	Emergency Medical Kit (EMK) and/or Associated Equipment						
17-02A		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.	
17-02B		A	-	0	(O)	May be incomplete or missing provided: a) The kit is sealed in manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Replacements are made within one flight.	

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25	EQUIPMENT/ FURNISHINGS						
17	Emergency Medical Equipment (Includes STC ST10238SC) (con'td)						
17-02	Emergency Medical Kit (EMK) and/or Associated Equipment (cont'd)						
17-02-01	Emergency Medical Kit Seal	B	-	-	(O)	The seal affixed on the exterior of the emergency medical kit may be missing or broken provided: a) The emergency medical kit is fully equipped, b) The 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).	
17-04 ***	Automatic External Defibrillators (AED) and/or Associated Equipment	D	-	0	(O)	May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.	

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25	EQUIPMENT/ FURNISHINGS				
20	Exterior Lavatory Door Ashtrays				Deleted. Refer to FAA MMEL.
32 ***	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".
33	Lavatory NO SMOKING Placards	B	-	-	May be missing provided the associated lavatory smoke detection system is operative.

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25	EQUIPMENT/ FURNISHINGS				
50	Astronics Flight Deck Outlet with USB Power System (STC ST04215CH)				
50-01	Outlet Unit, AC/28VDC In, HI-PWR USB, Black	D	2	0	(M)(O) May be inoperative or missing provided: a) Procedures do not require its use, and b) System is deactivated.
50-02	In-Seat Power Supply, AC/USB ISPS, 3 Output, Circular	D	1	0	(M)(O) May be inoperative or missing provided: a) Procedures do not require its use, and b) System is deactivated.

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26	FIRE PROTECTION				
03	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/F 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/F 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.
03-01 ***	Tamper Seals or Tags	C	-	-	(O) No change from FAA MMEL.

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26      FIRE PROTECTION  04      Wheel Well Fire Detection System		B	1	0	4. Remarks or Exceptions  (M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Brakes are inspected before each flight and are cool to the touch,</li> <li>b) Landing gear is left extended for a minimum of ten minutes after takeoff,</li> <li>c) Appropriate performance adjustments are applied, and</li> <li>d) Takeoff is not conducted in icing conditions.</li> </ul> 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.

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			4. Remarks or Exceptions				
26	FIRE PROTECTION						
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi/-800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE)	C	2	0	(O)	Either or both may be inoperative provided procedures are established and used to ensure the main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
14-01	Fire Detection (-700C and -700 Combi/-800BCF, STC ST01566LA)					No change from FAA MMEL.	
14-02	Fire Detection (-400C ST000235BO, -400 Combi ST00248BO)					No change from FAA MMEL.	
14-03	Fire Suppression System (-700C/-700 Combi/-800BCF, STC ST01566LA)					No change from FAA MMEL.	



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26	FIRE PROTECTION				
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/- 700C/-700 Combi/- 800BCF, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE, and ST02556SE) (cont'd)				
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi/-800BCF, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, ST01961SE, and ST02556SE)	C	-	0	No change from FAA MMEL.
14-04-01 to 14-04-07					No change from FAA MMEL.
14-04-09	Passenger and Combi Configurations	C	-	-	Detectors corresponding to pickup points in the passenger compartment may be inoperative.  NOTE: Operator MELs must specify detectors applicable for this relief based on combi configurations.

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			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
26	FIRE PROTECTION				
15	Lavatory Fire Extinguisher Systems				
15-01	Passenger Configuration				
15-01A		C	-	0	No change from FAA MMEL.
15-01B		C	-	0	(M)(O) No change from FAA MMEL.
15-01C		C	-	0	(O) For each lavatory, the lavatory fire extinguishing system may be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Crew members have been briefed as to which lavatory fire extinguisher system(s) is/are inoperative.
15-02	Cargo Configuration	C	-	0	(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided crew members have been briefed as to which lavatory fire extinguishing system(s) is/are inoperative.

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
26	FIRE PROTECTION						
16	Lavatory Smoke Detection System						
16-01	Passenger Configuration						
16-01A		C	-	0	(M)(O)	For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", c) Lavatory is used only by crew members, and d) In-flight service waste bags are not stored in the lavatory.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.	

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			4. Remarks or Exceptions				
26	FIRE PROTECTION						
16	Lavatory Smoke Detection System (cont'd)						
16-01	Passenger Configuration (cont'd)						
16-01B		C	-	0	(O)	For each lavatory, the lavatory smoke detection system may be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, b) Crew members have been briefed as to which lavatory smoke detection system(s) is/are inoperative, and c) In-flight service waste bags are not stored in the lavatory. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.	
16-02	Cargo Configuration	C	-	0	(O)	For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Crew members have been briefed as to which lavatory smoke detection system(s) is/are inoperative, and b) In-flight service waste bags are not stored in the lavatory. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.	

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			4. Remarks or Exceptions					
26	FIRE PROTECTION							
16	Lavatory Smoke Detection System (cont'd)							
16-03 ***	Lavatory Smoke Detector SELF TEST Switch	C	-	0	(M)	No change from FAA MMEL.		
16-04 ***	Lavatory Smoke Detector TEST Switch on Flight Attendant's Panel	C	-	0	(M)	No change from FAA MMEL.		
50	Main Deck Cargo Compartment Fire Detection/Suppression Systems (STC SA14-66)	C	1	0	(O)	May be inoperative provided procedures are established and used to ensure the Combi Class F cargo compartment remains empty and is verified to contain only empty cargo handling equipment and ballast or aircraft is operated in full cargo or full passenger configuration.		
50-01	Smoke Detectors							
50-01A		C	5	0	(O)	Detector(s) may be inoperative provided procedures are established and used to ensure the Combi Class F cargo compartment remains empty and is verified to contain only empty cargo handling equipment and ballast or aircraft is operated in full cargo or full passenger configuration.		

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26	FIRE PROTECTION						
50	Main Deck Cargo Compartment Fire Detection/Suppression Systems (STC SA14-66) (cont'd)						
50-01	Smoke Detectors (cont'd)						
50-01B		C	5	4	(M)(O) One detector in any location may be inoperative provided: a) A CFMU self test is performed to verify that four detectors are operative once each flight day, and b) The flight crew is informed that following the required pre-flight check the FAULT light on the CFFU will remain illuminated, and that the "Suspected Main Deck Forward Cargo Compartment Fire with No Fire Warning" emergency procedure in the B737-300 Combi Smoke Detection System AFMS is not applicable.		
50-01-01	Smoke Detector Loops	C	10	5	One loop in any detector may be inoperative.		
50-02	Cargo Fire Maintenance Unit (CFMU)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the Combi Class F cargo compartment remains empty and is verified to contain only empty cargo handling equipment and ballast or aircraft is operated in full cargo or full passenger configuration.		
50-02-01	CFMU Indicator Lights	C	10	0	May be inoperative.		

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System & Sequence Numbers				2. Number Installed			
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				4. Remarks or Exceptions			
26	FIRE PROTECTION						
50	Main Deck Cargo Compartment Fire Detection/Suppression Systems (STC SA14-66) (cont'd)						
50-02	Cargo Fire Maintenance Unit (CFMU) (cont'd)						
50-02-02	CFMU Self Test	C		1	0		May be inoperative.
50-03	Cargo Fire Flight Deck Unit (CFFU)	C		1	0	(O)	May be inoperative provided procedures are established and used to ensure the Combi Class F cargo compartment remains empty and is verified to contain only empty cargo handling equipment and ballast or aircraft is operated in full cargo or full passenger configuration.
50-03-01	System Self Test	C		1	0	(M)(O)	May be inoperative provided: a) Master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure using TEST switch on Engine and APU Fire Control Panel, b) A CFMU self test is performed once each flight day, and c) The flight crew is informed that the System Self Test function is inoperative so that the pre-flight and the "Suspected Main Deck Forward Cargo Compartment Fire with No Fire Warning" emergency procedure in the B737-300 Combi Smoke Detection System AFMS are not applicable.

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			4. Remarks or Exceptions				
26	FIRE PROTECTION						
50	Main Deck Cargo Compartment Fire Detection/Suppression Systems (STC SA14-66) (cont'd)						
50-03	Cargo Fire Flight Deck Unit (CFFU) (cont'd)						
50-03-02	Legend Back-Lighting	C	1	0			May be inoperative provided sufficient cockpit lighting is available to identify the CFFU and locate the TEST switch during normal operations.
50-03-03	CFFU "FIRE" Annunciator	C	1	0	(O)		May be inoperative provided the flight crew is informed that the CFFU "FIRE" annunciator is inoperative so that it will not illuminate if there is a Main Deck Forward Cargo Compartment Fire, or during the emergency procedure "Suspected Main Deck Forward Cargo Compartment Fire with No Fire Warning", or during the pre-flight procedure "Smoke Detection System Test".
50-03-04	CFFU "FAULT" Annunciator	C	1	0	(M)(O)		May be inoperative provided: a) A CFMU self test is performed once each flight day, and b) The flight crew is informed that the CFFU "FAULT" annunciator is inoperative so that it will not illuminate during the pre-flight or during the "Suspected Main Deck Forward Cargo Compartment Fire with No Fire Warning" emergency procedure in the B737-300 Combi Smoke Detection System AFMS.



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System & Sequence Numbers			2. Number Installed			
26      FIRE PROTECTION			3. Number Required for Dispatch			
51      PEMCO Main Deck Cargo Compartment Fire Detection / Suppression Systems (STC SA94-75)			4. Remarks or Exceptions			
C			1      0      (O)      May be inoperative provided aircraft is operated in combi configuration.			

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System & Sequence Numbers			1.		2. Number Installed	
					3. Number Required for Dispatch	
					4. Remarks or Exceptions	
27	FLIGHT CONTROLS					
16	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light					
16-01 ***	(-300/-400/-500)	B	1	0		
16-02	(-600/-700/-800/-900/- 900ER)	B	1	0	(M)	No change from FAA MMEL.
18 ***	Control Surface Position Indicating System	C	1	0	(M)(O)	May be inoperative provided: a) Affected control surface(s) is visually checked for full, free and correct movement before each flight, and b) A placard identifying the inoperative indicator must be affixed to the instrument panel adjacent to the applicable display.
24	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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		4. Remarks or Exceptions		
30	ICE AND RAIN PROTECTION			
14 ***	Rain Repellent System (Including RainBoe and STC ST09864SC) (-100/-200/-300/-400/- 500)	Deleted. Refer to FAA MMEL.		

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			3. Remarks or Exceptions		
31	INDICATING / RECORDING SYSTEMS				
01	Clocks	C	2	0	Aircraft clocks may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
01-01 ***	Automatic UTC Update Function	C	2	0	(O) No change from FAA MMEL.
02	Flight Data Recorder System (FDR)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within three flight days.
02-01	FDR Recording Parameters required by regulations	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar days.
02-02	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		
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						4. Remarks or Exceptions		
31	INDICATING / RECORDING SYSTEMS							
08	Common Display System (CDS) (-600/-700/-800/-900/- 900ER)							
08-01	Display Units (DU)							
08-01-01	Lower DU	A	1	0	(O)	May be inoperative provided: a) All remaining DUs operate normally, b) It is checked that engine display can be switched to an alternate DU, and c) Repairs are made within three flight days.		
08-01-02	Inboard DU	A	2	1	(O)	For EFIS/MAP configuration, Right Inboard DU may be inoperative provided: a) It is checked that engine display can be switched to an alternate DU, b) All navigation must be based on ILS/VOR/DME, and c) Repairs are made within one flight day.		
08-02	CDS MAINT Annunciation					No change from FAA MMEL.		

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31	INDICATING / RECORDING SYSTEMS						
13 ***	Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT)						
13-01	Inboard DU (ND)	A	2	1	(O)	For PFD/ND configuration, Right Inboard DU may be inoperative provided: a) Reversionary Display on PFD is checked prior to departure, b) PFD Lateral Deviation Scale operates normally, and c) Repairs are made within one flight day.	
13-01-01	Display Control Panel Switches/Control Knobs	A	-	0		Right Inboard DU Control Switches/Knobs may be inoperative provided: a) Right Inboard DU is considered inoperative, and b) Repairs are made within one flight day.	
13-01-01-01 to 13-01-01-03						No change from FAA MMEL.	
13-02	Outboard DU (PFD)					No change from FAA MMEL.	
13-03	Forward Electronic Panel (ND) (-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		
31	INDICATING / RECORDING SYSTEMS				
14 ***	TAKEOFF CONFIG Light				Deleted. Refer to FAA MMEL.
15 ***	Flat Panel Display System Innovative Solutions & Support (STC ST03125NY) (-300/-400/-500)				
15-01	Integrated Flat Panel Display (IFPD)	A	4	3	Right Inboard DU may be inoperative provided repairs are made within one flight day.
15-02	Display Control Panel (DCP)	A	2	1	(O) No change from FAA MMEL.

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			4. Remarks or Exceptions				
32	LANDING GEAR						
02	Antiskid System						
02-01	(-100/-200/-300/ -400/-500)	B	1	0	(O)	May be inoperative provided: a) Crew members are the only occupants of the aircraft, and b) AFM performance penalties are applied.	
02-02	(-600/-700/-800/-900/- 900ER) (Antiskid System Channels)						
02-02A		B	2	0	(M)(O)	May be inoperative provided: a) Associated Antiskid channels are deactivated, b) Crew members are the only occupants of the aircraft, and c) AFM performance penalties are applied.	
02-02B		B	2	1	(M)(O)	May be inoperative provided: a) Associated Antiskid channel is deactivated, b) AFM performance penalties are applied, c) Thrust Reversers are operative, d) Reduced thrust takeoff operations are prohibited, and e) Takeoff or landing is not conducted from a contaminated runway.	



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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch		
<div style="display: flex; justify-content: space-between;"> <span>32</span> <span>LANDING GEAR</span> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <span>03</span> <span>Parking Brake Valve (-300/-400/-500/-600/ -700/-800/-900/-900ER)</span> <span>C</span> </div>	1	1	0	4. Remarks or Exceptions  (M)(O) May be inoperative provided: a) Antiskid system is deactivated, b) Operations are conducted in compliance with AFM antiskid inoperative decrements, and c) Crew members are the only occupants of the aircraft.	

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			3. Remarks or Exceptions				
33	LIGHTS						
01	Cockpit / Flight Deck / Flight Compartment and Instrument Lighting System						
01-01		C	-	-		No change from FAA MMEL.	
01-02		C	-	0		May be inoperative for day operations.	
03	Passenger Lighted Information Signs and Notice System						
03-01	“NO SMOKING / FASTEN SEAT BELT / RETURN TO SEAT” Signs						
03-01A		C	-	-	(M)	No change from FAA MMEL.	
03-01B		C	-	-	(O)	No change from FAA MMEL.	
03-02	All Cargo, Supernumerary / Courier Area Lighted Information Signs	D	-	0		May be inoperative provided all crew members are on the flight deck.	
03-03	Aural Tone System	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
03-04	Flight Deck Automatic Function					Deleted. Refer to FAA MMEL.	

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				4. Remarks or Exceptions			
33	LIGHTS						
07	Wing Illumination Lights						
07A		C	2	0	(O)	No change from FAA MMEL.	
07B		C	2	0		One or both may be inoperative for day operations.	
07-01 ***	Overwing Ice Lights (Grimes Aerospace STC ST500CH)	C	2	0			
14	Exterior Emergency Lighting System						
14A		C	-	0		May be inoperative for day operations.	
14B		A	1	0	(O)	May be inoperative for one flight day provided: a) Aircraft crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.	
						NOTE 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.	
						NOTE 2: The operator's MEL must state the maximum number of aircraft crew permitted.	
14-01	All Cargo Operations	B	1	0		May be inoperative for all-cargo night operations provided forward entry door escape slide lights operate normally.	

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			4. Remarks or Exceptions				
33	LIGHTS						
15	Interior Emergency Exit 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.	
15-01 through 15-04						No change from FAA MMEL.	
19	Floor Proximity Emergency Escape Path Marking System (All Models and STCs)		1	1		Must be operative.	
19-01	Incandescent Lighting System	C	-	-		Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting levels specified in certification documents.	
19-02	Photoluminescent Lighting System	C	-	-		Specified sections of the photoluminescent system may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.	
19-03	Seat Mounted LED and Incandescent Lighting Systems	C	-	-		Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting levels specified in certification documents.	
19-04	All Cargo Operations	D	1	0			

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			4. Remarks or Exceptions				
34	NAVIGATION						
10	Directional Gyro Compass System						
10-01	Magnetic Modes						
10-01A		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.	
10-01B		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.	
10-02	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).	

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System & Sequence Numbers		1.	2. Number Installed		
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				4. Remarks or Exceptions	
34	NAVIGATION				
11	Standby Magnetic Compass				
11A		B	1	0	No change from FAA MMEL.
11B		B	1	0	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.
11C		C	1	0	No change from FAA MMEL.
14	Marker Beacon Receiver System				
14-01		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
14-02		D	1	0	May be inoperative provided procedures do not require its use.

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System & Sequence Numbers		1.	2. Number Installed				
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			4. Remarks or Exceptions				
34	NAVIGATION						
20	Radio Altimeter Systems						
20-01	Receiver/Transmitters						
20-01-01	(-100/-200)						
20-01-01A		A	-	0	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Repairs are made within three flight days.		
20-01-01B		C	-	0	(M)(O) No change from FAA MMEL.		
20-01-02	(-300/-400/-500)						
20-01-02A		C	2	1	(M)(O) No change from FAA MMEL.		
20-01-02B		A	2	1	(M)(O) One may be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within three flight days.		

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				4. Remarks or Exceptions				
34	NAVIGATION							
20	Radio Altimeter Systems (cont'd)							
20-01	Receiver/Transmitters (cont'd)							
20-01-03	(-600/-700/-800/-900/-900ER)					(M)(O)	No change from FAA MMEL.	
20-02	Indications						No change from FAA MMEL.	
25	Altitude Alerting System	A	1	0	(O)	Except where enroute operations require its use, may be inoperative provided: a) Autopilot altitude hold is operative, and b) Repairs are made within three flight days.		
25-01	Aural Alert	C	-	0		No change from FAA MMEL.		
25-02	Visual Alert	C	-	0		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		
34	NAVIGATION							
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT)							
26-01	Ground Proximity Warning System (GPWS)	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.		
26-01-01	Modes 1 thru 4	A	4	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.		
26-01-02	Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.		
26-01-03	Glideslope Deviation(s) (Mode 5)					No change from FAA MMEL.		
26-01-04	Advisory Callouts (Mode 6)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.		

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				3. Number Required for Dispatch	
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34	NAVIGATION				
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT) (cont'd)				
26-01	Ground Proximity Warning System (GPWS) (cont'd)				
26-01-05 ***	Windshear Warning and Flight Guidance Mode (Reactive) (Mode 7)				
26-01-05A		B	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
26-01-05B		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
26-02 ***	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) No change from FAA MMEL.
26-03	Terrain Displays				No change from FAA MMEL.

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT) (cont'd)						
26-04 ***	Runway Awareness and Advisory System (RAAS)	C	1	0			
36	Flight Management Computer System (FMCS)						
36-01	(-200 CMA-900 FMS/GPS)						
36-01-04	Navigation Databases						
36-01-04A		C	-	0	(O)	One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.	

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
36	Flight Management Computer System (FMCS) (cont'd)						
36-01	(-200 CMA-900 FMS/GPS) (cont'd)						
36-01-04	Navigation Databases (cont'd)						
36-01-04B		C	-	1	(O)	Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.	

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
36	Flight Management Computer System (FMCS) (cont'd)						
36-01	(-200 CMA-900 FMS/GPS) (cont'd)						
36-01-04	Navigation Databases (cont'd)						
36-01-04C		A	-	0	(O)	One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.	

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
36	Flight Management Computer System (FMCS) (cont'd)						
36-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)						
36-02-05	Navigation Databases						
36-02-05A		C	-	0	(O)	One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.	

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
36	Flight Management Computer System (FMCS) (cont'd)						
36-02	(-300/-400/-500/-600/-700/-800/-900/-900ER) (cont'd)						
36-02-05	Navigation Databases (cont'd)						
36-02-05B		C	-	1	(O)	Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.	

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			3. Number Required for Dispatch			
			4. Remarks or Exceptions			
34	NAVIGATION					
36	Flight Management Computer System (FMCS) (cont'd)					
36-02	(-300/-400/-500/-600/- 700/-800/-900/-900ER) (cont'd)					
36-02-05	Navigation Databases (cont'd)					
36-02-05C		A	-	0	(O)	One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.



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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
36	Flight Management Computer System (FMCS) (cont'd)						
36-03	Universal Avionics UNS- 1F (STC ST03356AT and ST03362AT)						
36-03-06	Navigation Databases						
36-03-06A		C	-	0	(O)	One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.	

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
36	Flight Management Computer System (FMCS) (cont'd)						
36-03	Universal Avionics UNS-1F (STC ST03356AT and ST03362AT) (cont'd)						
36-03-06	Navigation Databases (cont'd)						
36-03-06B		C	-	1	(O)	Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.	

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System & Sequence Numbers		1.	2. Number Installed				
			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
36	Flight Management Computer System (FMCS) (cont'd)						
36-03	Universal Avionics UNS- 1F (STC ST03356AT and ST03362AT) (cont'd)						
36-03-06	Navigation Databases (cont'd)						
36-03-06C		A	-	0	(O)	One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.	

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
37 ***	Windshear Warning and Flight Guidance System (Reactive)						
37A		B	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
37B		C	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	

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System & Sequence Numbers		1.	2. Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34	NAVIGATION				
45 ***	Global Positioning System (GPS)				
45A		C	1	0	No change from FAA MMEL.
45B		D	1	0	No change from FAA MMEL.
45-01	Navigation Data Base				
45-01A		C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
45 ***	Global Positioning System (GPS) (cont'd)						
45-01	Navigation Data Base (cont'd)						
45-01B		C	-	1	(O)	Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.	

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
45 ***	Global Positioning System (GPS) (cont'd)						
45-01	Navigation Data Base (cont'd)						
45-01C		A	-	0	(O)	One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.	

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			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34	NAVIGATION				
59 ***	Air Data Display Unit (ADDU) (STC O-LSA05-296/D)	D	1	0	
60	Flight Management System (FMS) (LSTC O-LSA05-359/D) (LSTC O-LSA08-089/D)				
60-01	Navigation Capability				
60-01A		C	2	1	One may be inoperative provided operations into NAT MNPS airspace and GPS approaches are not conducted.
60-01B		C	2	0	(O) May be inoperative provided: a) Aircraft is operated on airways, air routes or company approved routes, outside of CMNPS airspace and NAT MNPS airspace, b) Remaining navigation systems provide sufficient accuracy to maintain a centerline within the protected airspace of the approved track, and c) GPS approaches are not conducted.
60-02	Auto Pilot Coupling	C	-	0	(O)



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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
60	Flight Management System (FMS) (LSTC O-LSA05-359/D) (LSTC O-LSA08-089/D) (cont'd)						
60-03	Navigation Data Base						
60-03A		C	-	0	(O)	One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.	

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
60	Flight Management System (FMS) (LSTC O-LSA05-359/D) (LSTC O-LSA08-089/D) (cont'd)						
60-03	Navigation Data Base (cont'd)						
60-03B		C	-	1	(O)	Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.	

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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
34	NAVIGATION						
60	Flight Management System (FMS) (LSTC O-LSA05-359/D) (LSTC O-LSA08-089/D) (cont'd)						
60-03	Navigation Data Base (cont'd)						
60-03C		A	-	0	(O)	One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.	

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				3. Number Required for Dispatch				
				4. Remarks or Exceptions				
34	NAVIGATION							
61	LPV Navigator (STC SA17-39)							
61-01	Navigation Data Base	C	1	0	(O)	May be out of currency provided approaches are not conducted using associated system.		
61-02A	WAAS GPS	C	2	1	(M)(O)	One may be inoperative provided operators establish procedures for failure of remaining GPS while enroute.		
61-02B	WAAS GPS	C	2	0	(M)	Both may be inoperative provided approaches are not conducted using associated system.		

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System & Sequence Numbers			1.			2. Number Installed		
						3. Number Required for Dispatch		
						4. Remarks or Exceptions		
34	NAVIGATION							
62	LPV Navigator (STC SA19-31)							
62-01	SBAS Approach Database	C	-	-			May be out of currency provided LPV approaches are not conducted.	
62-02	GLSSU (GPS Landing System Sensor Unit)	D	2	0	(M)		One or both may be inoperative provided LPV approaches are not conducted.	
70	Head-Up Guidance System (HGS) Model 6000 (STC ST02522SE)	C	-	0	(O)		May be inoperative provided alternate procedures are established and used.	
		D	-	0			May be inoperative provided procedures do not require its use.	
70-01	Low Visibility Takeoff Function	C	-	0			May be inoperative provided takeoff minimums do not require its use.	
70-02	Brightness (BRT) Control	C	-	0	(O)		May be inoperative provided alternate procedures are established and used.	
71	Enhanced Vision System (EVS) Model 3600 (STC ST02522SE)	D	1	0			May be inoperative provided operations do not require its use.	

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System & Sequence Numbers			1.	2. Number Installed				
				3. Number Required for Dispatch				
				4. Remarks or Exceptions				
35	OXYGEN							
02	Passenger Service Units (PSUs)	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.		
02-01	Automatic Presentation	B	1	0	0	(M)(O) No change from FAA MMEL.		
02-02	Door Latches	B	-	-	-	(M)(O) May be inoperative provided: a) The PSU oxygen system is operative, b) Flight remains at or below FL 300, c) Alternate deployment system is operative, and d) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative automatic opening feature.		

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System & Sequence Numbers		1.	2. Number Installed				
			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
35	OXYGEN						
04	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.	
04-01 ***	Tamper Seals or Tags	C	-	-	(O)	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				
35	OXYGEN						
05	Passenger Oxygen System						
05A		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, 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.	
05B		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.	
05C		B	1	0		No change from FAA MMEL.	
05D	Supernumerary Oxygen Masks (-800BCF and ST02556SE)	C	-	0		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				
35	OXYGEN						
05	Passenger Oxygen System (cont'd)						
05-01	Lavatory Oxygen						
05-01A		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".	
05-01B		C	-	-	(O)	May be inoperative provided aircraft is not operated above FL 250.	
05-02	All Cargo Operations						
05-02A		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.	
05-02B		D	1	0		May be inoperative provided all crew members are on the flight deck.	

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System & Sequence Numbers		1.	2. Number Installed				
			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
35	OXYGEN						
06	Portable Protective Breathing Equipment (PBE)	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.	
06-01 ***	Tamper Seals or Tags	C	-	-	(O)	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
36	PNEUMATIC				
05	Engine Bleed Air Shutoff Valves (PRSOV)				
05-01	(-100/-200)	C	2	1	(M)(O) One may be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) APU is operative and capable of supplying bleed air.
05-02	(-300/-400/-500/-600-700/-800/-900/-900ER)				
05-02A		C	2	1	(M)(O) Except for ETOPS beyond 120 minutes, one may be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) APU is operative and capable of supplying bleed air.
05-02B		C	2	0	Not authorized in Canada.

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System & Sequence Numbers		1.	2. Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
38	WATER/WASTE				
03 ***	Potable Water Quantity Pre-Select Installation (STC SA17-87)				
03A		D	1	0	Individual components may be inoperative provided: a) Associated components are deactivated, and b) Associated components are verified not to have leaks.
03B		D	1	0	System may be inoperative provided procedures do not require its use. NOTE: AMM procedures for filling potable water tank are unchanged whether system is operative or inoperative.

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System & Sequence Numbers		1.	2. Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
46	INFORMATION SYSTEMS				
05 ***	Enhanced Airborne Data Loader (EASA STC 10033194)	C	1	0	May be inoperative.
50	Electronic Flight Bag (EFB) System (STC Q-LSA15-009/D)				
50-01	EFB Device				
50-01A		C	2	1	
50-01B		C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
50-01C		D	2	0	May be inoperative provided procedures do not require its use.
50-02	Power Connection (Including Charger and Cable)				
50-02A		C	2	0	(O) May be inoperative provided alternate procedures are established and used.
50-02B		D	2	0	May be inoperative provided procedures do not require its use.

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System & Sequence Numbers		1.	2. Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
46	INFORMATION SYSTEMS				
50	Electronic Flight Bag (EFB) System (STC Q-LSA15-023/D) (cont'd)				
50-03	Mounting Device				
50-03A		C	2	0	(M)(O) May be inoperative provided: a) Associated EFB position(s) is considered inoperative and mounting holder is removed from aircraft, and b) Alternate procedures are established and used.
50-03B		D	2	0	(M) May be inoperative provided: a) Associated EFB position(s) is considered inoperative and mounting holder is removed from aircraft, and b) Procedures do not require its use.

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System & Sequence Numbers		1.	2. Number Installed	
			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
52	DOORS			
16	Main Cabin Exit/Slide (All Cargo Configuration)			
16A		C	-	-
				All slides in the cargo area with the exception of L1 and R1 may be inoperative provided: a) Exits L1 and R1 are accessible to all crew members, and b) The aisle(s) between the flight deck and the cargo crew members' assigned seating location are not wholly or partially blocked by cargo.
16B				Not authorized in Canada.
16C				Not authorized in Canada.
16D		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.

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System & Sequence Numbers		1.	2. Number Installed	
			3. Number Required for Dispatch	
				4. Remarks or Exceptions
52	DOORS			
20	Flight Deck Door Pressure Relief Panels			
20-01 ***	JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR 25.795 Compliant)	3	3	Must be operative.
20-02 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR 25.795 Compliant)	2	2	Must be operative.



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			3. Number Required for Dispatch				
			4. Remarks or Exceptions				
52	DOORS						
26	Main Cabin Exit/Slide (Aircraft Crew Only)	A	-	-	(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.  NOTE 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.  NOTE 2: Operator's MEL must state the maximum number of aircraft crew permitted.  NOTE 3: Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.	

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1. System & Sequence Numbers				2. Number Installed			
				3. Number Required for Dispatch			
				4. Remarks or Exceptions			
77	ENGINE INDICATING						
05	Vibration Indicating Systems						
05-01 ***	(-100/-200)	C	2	0			
05-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)	B	2	1	(M)	One may be inoperative provided an approved vibration monitoring maintenance reliability program is in place and no adverse trends have been recorded prior to flight.	