



Transport
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Transports
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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

BOEING 737

MASTER MINIMUM EQUIPMENT LIST

DRAFT

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Chief, Flight Test
National Aircraft Certification
for Minister of Transport

May 12, 2015
Revision: 23

Canada

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	52-9	Revision 13	Jan. 15, 2004
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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	
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Reasons for Changes

Item No.

- | | |
|--------------|---|
| 21-11 | Added Repair Interval Category, Number Installed, and Number Required as per FAA MMEL. Added "No change from FAA MMEL" in the Remarks column. |
| 23-1 | Deleted. Refer to FAA MMEL. |
| 25-6 | Added STC SA14-81 to item applicability. Added sub-item 6) as per STC SA14-81. |
| 26-25 | Revised as per STC SA14-66 MMEL Supplement (12 Jan 2015). |
| 26-26 | New item to clarify relief for STC SA94-75. |

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Introduction

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. 57, 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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National Aircraft Certification
330 Sparks St.
Tower C, 3rd Floor
Ottawa, Ontario
K1A 0N5

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System & Sequence Numbers		1.	2. Number Installed	
			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
21	AIR CONDITIONING			<p>NOTE: The following NOTE is to be added to an operator's MEL item whenever an MMEL item contains a proviso requiring the associated cargo compartment remain 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."</p>
	1. Air Conditioning Packs			
	Sub-items 1) to 5)			No change from FAA MMEL
	6) Combi Configuration (STC SA14-65)	C	2	1 Except for ER operations, Right Pack may be inoperative.

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21	AIR CONDITIONING				
	11. Cabin Altitude Warning System	C	1	0	No change from FAA MMEL
	*** 1) High Altitude Warning System	C	1	0	No change from FAA MMEL
	*** 2) CABIN ALTITUDE Light				
	a) -100/-200/ -300/-400/-500 (upon incorporation of Boeing Service Bulletin 737-31A1325)				Deleted in FAA MMEL Revision 57
	b) -300/-500 (upon incorporation of ARC Avionics STC ST03945AT)				Deleted in FAA MMEL Revision 57
	c) -600/-700/-800/-900 (upon incorporation of Boeing Service Bulletin 737-31A1332, or production equivalent) EASA STC 10040934	C	2	1	No change from FAA MMEL

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21 AIR CONDITIONING								
53. ECS Modification (STC SA14-65)								
1) ECS Valve								
a) 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.	
b) 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.	
2) ECS Valve Control Panel								
a) Component failure while aircraft in full cargo or full passenger configuration			D	1	0			
b) 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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22 AUTO FLIGHT				
1. Autopilot Systems	C	-	1	No change from FAA MMEL
	B	-	0	No change from FAA MMEL
NOTES:				
No change from FAA MMEL				
1) Control Wheel Autopilot Disconnect Switches	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.
	B	2	0	No change from FAA MMEL
*** 2) Autopilot Disengage Bar	C	1	0	

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23	COMMUNICATIONS			
	1. Flight Deck Speakers			Deleted in Revision 23
	2. Passenger Address System (Includes STC ST10238SC)			
	1) Passenger Configuration	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,
				c) Megaphone(s) is/are readily available and operative.
				NOTE: No change from FAA MMEL
		C	1	0 No change from FAA MMEL
				NOTE: No change from FAA MMEL
		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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				4. Remarks or Exceptions
23 COMMUNICATIONS				
2. Passenger Address System (Includes STC ST10238SC) (cont'd)				
1) Passenger Configuration 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.
a) Lavatory Speakers C	-	0		No change from FAA MMEL
b) Cabin Speakers C	-	-		No change from FAA MMEL
2) Cargo Configuration C (Courier/Supernumerary Address System)	1	0		No change from FAA MMEL
	D	1	0	May be inoperative provided all crew members are on the flight deck.
a) Lavatory Speakers C	1	0		No change from FAA MMEL
	D	1	0	No change from FAA MMEL
3. Communication Systems (VHF and UHF)	D	-	2	No change from FAA MMEL
	B	-	1	No. 2 VHF may be inoperative provided HF is installed and operative or a third VHF is installed and operative in voice mode.

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23	COMMUNICATIONS				
	3. Communication Systems (VHF and UHF) (cont'd)				
	*** 1) VHF Comm Control Panels				No change from FAA MMEL
	*** 2) Radio Tuning Panels				No change from FAA MMEL
	4. Crewmember Interphone System				
	1) Passenger Configuration				
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B -	1	(O)	May be inoperative provided: a) An operative flight deck/cabin interphone system (two way) is at an operative flight attendant seat, b) The passenger address system is verified operative prior to each flight, and c) Alternate communications procedures are established and used. NOTE: No change from FAA MMEL
		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			
	4. Crewmember Interphone System (cont'd)			
	1) Passenger Configuration (cont'd)			
	b) Cabin to Cabin Function	B	-	1 (O)
				May be inoperative provided:
				a) An operative flight deck/cabin interphone system (two way) is at an operative flight attendant seat,
				b) The passenger address system is verified operative prior to each flight, and
				c) Alternate communications procedures are established and used.
				NOTE:
				Any station function(s) that operates normally may be used.
		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.
	c) Flight Deck to Ground Function (Includes CALL functions)			No change from FAA MMEL

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23	COMMUNICATIONS						
4. Crewmember Interphone System (cont'd)							
2) Cargo Configuration							
a) Flight Deck to Cabin, Cabin to Flight Deck Functions		C	-	0	No change from FAA MMEL		
		D	-	0	May be inoperative provided all crew members are on the flight deck.		
b) Cabin to Cabin Function		D	-	0	May be inoperative provided all crew members are on the flight deck.		
c) Flight Deck to Ground Function (Includes CALL functions)					No change from FAA MMEL		
3) 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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23			COMMUNICATIONS					
*** 9. ACARS System			C	1	0	No change from FAA MMEL		
			D	1	0	No change from FAA MMEL		
1) ACARS Printer (Includes LSTC C-LSA02-373/D)			D	-	0	No change from FAA MMEL		
2) FMC Interface Function			C	-	0	No change from FAA MMEL		
			D	1	0	No change from FAA MMEL		
12. Emergency Locator Transmitter (ELT) (Includes LSTC C-LSA01-076/D)								
1) Survival Type ELTs			D	-	-	Any in excess of those required by regulations may be inoperative or missing.		
2) Fixed ELTs			A	-	-	(M)	As 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.
		B	-	-	Except for each person on flight deck duty including any person occupying the forward observers seat in official capacity, may be inoperative.
*** 1) AUDIO Transfer Switch		C	1	0	
2) Primary Observer Seat Panel		B	1	0	May be inoperative except when required by a person in an official capacity.
		D	1	0	May be inoperative provided seat is not required to be available in an official capacity for extended periods of time.
3) 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)	C	1	0	No change from FAA MMEL	
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)	C	1	0	No change from FAA MMEL	
	D	1	0	No change from FAA MMEL	

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23 COMMUNICATIONS					
20. Handset Systems					
1) Passenger Configuration					
a) Flight Deck		C	1	0	No change from FAA MMEL
		D	1	0	No change from FAA MMEL
b) 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			
c) 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".
2) Cargo Configuration		No change from FAA MMEL			

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*** 25. Automated Flight Information Reporting System (AFIRS) (STCs ST10345SC and ST02361NY) (LSTC O-LSA06-035/D) (STC SA07-8)		4. Remarks or Exceptions			
Sub-items 1) and 2) (STC ST02361NY) (STC SA07-8)		No change from FAA MMEL			
		No change from FAA MMEL			

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25 EQUIPMENT/ FURNISHINGS 1. 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.
1) All Cargo Operations	D	-	0	May be inoperative provided all crew members are on the flight deck.

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25	EQUIPMENT/ FURNISHINGS			
	3. Flight Attendant Seat Assembly (Single or Dual Position)			
	1) Required Flight Attendant Seats	B	-	1
				No change from FAA MMEL NOTES: 1. An automatic folding seat (which does not have a secondary stowing /locking mechanism) that will not stow automatically is considered inoperative. 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.
	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, b) Secured in the retracted position, or c) Removed.

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25	EQUIPMENT/ FURNISHINGS						
	3. Flight Attendant Seat Assembly (Single or Dual Position) (cont'd)						
	3) All Cargo Configuration	D	-	-			No change from FAA MMEL
	*** 4) Seat Cushion Heating System	D	-	0			No change from FAA MMEL
	6. Passenger Seat(s) (Includes STCs ST10238SC and SA14-81)	D	-	-			No change from FAA MMEL
							NOTES:
							1. No change from FAA MMEL
							2. Deleted
							3. No change from FAA MMEL
	1) Recline Mechanism	D	-	-			No change from FAA MMEL
		C	-	-			No change from FAA MMEL
	2) Arm Rests Sub-items a) and b)	D	-	-			No change from FAA MMEL
	3) Underseat Baggage Restraining Bars	C	-	-			No change from FAA MMEL
	4) Electrical/Electronic Systems/Components						Deleted in FAA MMEL Rev. 49
	*** 5) Seat Belt Air Bag Restraint Systems Sub-items a) and b)						No change from FAA MMEL
	6) Headrests (STC SA14-81)	D	-	-	(M)		May be inoperative and seat occupied provided affected headrest(s) is(are) secured in the normal position.

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25 EQUIPMENT/ FURNISHINGS *** 10. Passenger Convenience/NEF Items		3. Number Required for Dispatch		4. Remarks or Exceptions	
1) Passenger Convenience Items		- 0		<p>NOTES:</p> <ol style="list-style-type: none"> 1. Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs. 2. For operators with NEF defect rectification and control procedures, refer to sub-item 2) (NEF) only. <p>Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment, such as, but not limited to – galley equipment, movie equipment, ashtrays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included.</p> <p>(M) and (O) procedures may be required and included in the MEL.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. Exterior lavatory door ashtrays 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". 	

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25	EQUIPMENT/ FURNISHINGS			
***	10. Passenger Convenience/NEF Items (cont'd)			
	1) Passenger Convenience Items (cont'd)			NOTES (cont'd): 3. Movie equipment individual screens, if applicable, must be capable of being stowed. 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.
	2) Non-Essential Equipment & Furnishings (NEF)	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's defect rectification and control procedures. The NEF policies are outlined in the operator's Maintenance Control Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.

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25	EQUIPMENT/ FURNISHINGS				
	11. Observer Seat(s)				
	1) Primary Observer's Seat (Including Associated Equipment)	B	1	0 (M)	May be inoperative except when required by a person in an official capacity provided the seat is removed, stowed or secured in the retracted position.
		D	1	0 (M)	May be inoperative provided: a) The seat is not required to be occupied in an official capacity for extended periods of time, and b) The seat is removed, stowed or secured in the retracted position.
***	2) Second Observer's Seat (Including Associated Equipment)	D	1	0	May be inoperative provided procedures do not require its use.
***	3) Crotch Straps	C	-	0	
	12 Emergency Flashlight Holders/Flashlights				Deleted in Revision 22
	16. Lower Cargo Compartment Lining Panels and Floor Panels	C	-	- (M)(O)	May be damaged or missing provided associated compartment remains empty. NOTE: Per NOTE at beginning of Chapter 21.

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25 EQUIPMENT/ FURNISHINGS				4. Remarks or Exceptions
17. Emergency Medical Equipment (Includes STC ST10238SC)				
1) 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.
a) First Aid Kit Seal (Required First Aid Kits)		A	-	(O) The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: 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				4. Remarks or Exceptions
17. Emergency Medical Equipment (Includes STC ST10238SC) (cont'd)				
2) Emergency Medical Kit (EMK) 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 procedures are established and used to alert crew members of missing or incomplete kits.
		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) (cont'd)				
2) Emergency Medical Kit (EMK) and/or Associated Equipment (cont'd)				
a) Emergency Medical Kit Seal	B	-	-	(O) The seal affixed on the exterior of the emergency medical kit may be missing or broken provided: 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).
*** 3) Augmented Emergency Medical Kit				Not applicable in Canada
*** 4) Automatic External Defibrillators (AED) and/or Associated Equipment	D	-	0	

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25	EQUIPMENT/ FURNISHINGS			
	20. Exterior Lavatory Door Ashtrays			
	1) Airplanes With Multiple Exterior Lavatory Door Ashtrays Installed	A	-	-
		A	-	-
				Up to and including 50 percent may be missing or inoperative for 10 days.
				More than 50 percent may be missing or inoperative for 3 days.
				NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.
	2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0
				May be missing or inoperative for 10 days.
	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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26 FIRE PROTECTION		4. Remarks or Exceptions			
3. Portable Fire Extinguishers D - -		<p>NOTE: The following NOTE applies whenever an MMEL item contains a proviso requiring the associated cargo compartment remain 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."</p> <p>(M)(O) Any in excess of those required by regulations may be inoperative or missing provided:</p> <p>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,</p>			

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26 FIRE PROTECTION				
3. Portable Fire Extinguishers (cont'd)			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.	
4. 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.	

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26 FIRE PROTECTION					
4. Wheel Well Fire Detection System (cont'd)				NOTE: (cont'd) Pilots must consider the effects associated with delayed raising of landing gear or lowering landing gear during operation from contaminated runways in icing conditions.	
14. Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE)		C	2	0	(O)
1) Fire Detection (-700C and -700 Combi, STC ST01566LA)				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.	
				No change from FAA MMEL	
2) Fire Detection (-400C ST000235BO, -400 Combi ST00248BO)				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, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (cont'd) 3) Fire Suppression System (-700C/ -700 Combi, 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, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (cont'd)			
	4) Smoke Detectors (737C/QC/-700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE)			
	Sub-items a), b), c), d), e), f), and g)			No change from FAA MMEL
	h) 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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26	FIRE PROTECTION						
15. Lavatory Fire Extinguisher Systems							
1) Passenger Configuration		C	-	0	(O)	No change from FAA MMEL	
		C	-	0	(M)(O)	For each lavatory, the lavatory fire extinguisher 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) (where applicable) Access to waste receptacle 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 fire extinguisher system(s) is inoperative.	

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26 FIRE PROTECTION 15. Lavatory Fire Extinguisher Systems (cont'd) 2) Cargo Configuration		C	-	0	(O) May be inoperative provided crew members have been briefed as to which lavatory fire extinguisher system(s) is inoperative.
		D	-	0	(M)(O) May be inoperative provided: a) Crew members have been briefed as to which lavatory fire extinguisher system(s) is inoperative, and b) Waste receptacle is emptied, secured closed and placarded "INOPERATIVE - DO NOT USE".

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26	FIRE PROTECTION			
	16. Lavatory Smoke Detection System			
	1) Passenger Configuration	C	-	0 (M)(O)
				For each lavatory, the lavatory smoke detection 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 from outside the lavatory must be secured closed and placarded "INOPERATIVE - DO NOT USE",
				e) Lavatory is used only by crew members, and
				f) In-flight service waste bags are not stored in the lavatory.
				NOTE:
				The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.

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26 FIRE PROTECTION 16. Lavatory Smoke Detection System (cont'd) 1) Passenger Configuration B (cont'd)		-	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) Occupants have been briefed as to which lavatory smoke detection system(s) is inoperative, and c) In-flight service waste bags are not stored in the lavatory. NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.	

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26	FIRE PROTECTION						
	16. Lavatory Smoke Detection System (cont'd)						
	2) 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 inoperative, and b) In-flight service waste bags are not stored in the lavatory. NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.	
		D	-	0	(M)(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 inoperative, b) Lavatory is placarded "INOPERATIVE - DO NOT ENTER", and c) In-flight service waste bags are not stored in the lavatory. NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections which must be detailed in the (O) procedures.	

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26	FIRE PROTECTION					
	16. Lavatory Smoke Detection System (cont'd)					
*** 3)	Lavatory Smoke Detector SELF TEST Switch					No change from FAA MMEL
*** 4)	Lavatory Smoke Detector TEST Switch on Flight Attendant's Panel					No change from FAA MMEL
25.	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.
1)	Smoke Detectors	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				
25. Main Deck Cargo Compartment Fire Detection/Suppression Systems (cont'd) (STC SA14-66)					
1) Smoke Detectors (cont'd)	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.
a) Smoke Detector Loops	C	10	5		One loop in any detector may be inoperative.
2) 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.
a) CFMU Indicator Lights	C	10	0		May be inoperative.

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26 FIRE PROTECTION				
25. Main Deck Cargo Compartment Fire Detection/Suppression Systems (cont'd) (STC SA14-66)				
2) Cargo Fire Maintenance Unit (CFMU) (cont'd)				
b) CFMU Self Test	C	1	0	May be inoperative.
3) 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.
a) 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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System & Sequence Numbers		1.	2. Number Installed			
			3. Number Required for Dispatch			
			4. Remarks or Exceptions			
26	FIRE PROTECTION					
	25. Main Deck Cargo Compartment Fire Detection/Suppression Systems (cont'd) (STC SA14-66)					
	3) Cargo Fire Flight Deck Unit (CFFU) (cont'd)					
	b) 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.
	c) 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".
	d) 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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1. System & Sequence Numbers			2. Number Installed			
			3. Number Required for Dispatch			
			4. Remarks or Exceptions			
26 FIRE PROTECTION						
26. PEMCO Main Deck Cargo Compartment Fire Detection/Suppression Systems (STC SA94-75)			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				
2.	Takeoff Warning Horn System	1	1	Must be operative.	
9.	Control Wheel Trim Switch Systems C	2	1	One may be inoperative for the pilot not flying provided the manual pitch trim system operates normally.	
16.	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light				
*** 1)	(-300/-400/-500) B	1	0		
2)	(-600/-700/-800) B	1	0	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 CRT.	

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1. System & Sequence Numbers			2. Number Installed					
			3. Number Required for Dispatch					
			4. Remarks or Exceptions					
27 FLIGHT CONTROLS								
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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System & Sequence Numbers		1.		2. Number Installed	
30 ICE AND RAIN PROTECTION		*** 14. Rain Repellent System D		1 0	
(Including RainBoe and STC ST09864SC) (-100/-200/-300/-400/-500)		May be inoperative using fluids not banned by Canadian environmental regulations.		3. Number Required for Dispatch	
4. Remarks or Exceptions		4. Remarks or Exceptions		4. Remarks or Exceptions	

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				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.
*** 1)	Automatic UTC Update Function				No change from FAA MMEL
2.	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.
1)	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.
2)	FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.

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System & Sequence Numbers		1.		2. Number Installed	
				3. Number Required for Dispatch	
				4. Remarks or Exceptions	
31 INDICATING/RECORDING SYSTEMS 8. Common Display System (CDS) (-600/-700/-800/-900) 1) Display Units (DU)					
a) 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.
b) 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.
2) CDS MAINT Annunciation Sub-items a) and b)				No change from FAA MMEL	

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		3. Number Required for Dispatch		
		4. Remarks or Exceptions		
31	INDICATING/RECORDING SYSTEMS			
***	13. Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT)			
	1) 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.
	a) 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.
	(1), (2) and (3)			No change from FAA MMEL
	Sub-items 2) and 3)			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				
1) -100/-200/ -300/-400/-500 (upon incorporation of Boeing Service Bulletin 737-31A1325)				Deleted in FAA MMEL Revision 57
2) -300/-500 (upon incorporation of ARC Avionics STC ST03945AT)				Deleted in FAA MMEL Revision 57
3) -600/-700/-800/-900 (upon incorporation of Boeing Service Bulletin 737-31A1332, or production equivalent) EASA STC 10040934		C	2	1 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	
32 LANDING GEAR					
2. Antiskid System					
1) (-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.
2) (-600/-700/-800) (Antiskid System Channels)	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.
	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			
		4. Remarks or Exceptions			
32 LANDING GEAR 3. Parking Brake Valve (-300/-400/-500/-600/ -700/-800)	C	1	0	(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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System & Sequence Numbers		1.	2. Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
33		LIGHTS			
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System		C	-	-	No change from FAA MMEL
		D	-	0	May be inoperative for day operations.
3. Passenger Lighted Information Signs and Notice System					
1) "NO SMOKING/FASTEN SEAT BELT/RETURN TO SEAT" Signs		C	-	-	(M) 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) 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, return to seat is requested and smoking prohibited.

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				4. Remarks or Exceptions
33 LIGHTS				
3. Passenger Lighted Information Signs and Notice System (cont'd)				
1) "NO SMOKING/FASTEN SEAT BELT/RETURN TO SEAT" Signs (cont'd)	A	-	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.
2) All Cargo, Supernumerary/Courier Area Lighted Information Signs	D	-	0	May be inoperative provided all crew members are on the flight deck.
3) Aural Tone System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
4) Flight Deck Automatic Function	C	1	0	No change from FAA MMEL

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4. Remarks or Exceptions			4. Remarks or Exceptions		
33 LIGHTS					
7. Wing Illumination Lights		C	2	0	No change from FAA MMEL
		C	2	0	One or both may be inoperative for day operations.
*** 1) Overwing Ice Lights (Grimes Aerospace STC ST500CH)		C	2	0	
8. Landing Lights		C	4	2	No change from FAA MMEL.
		D	4	0	All may be inoperative for day operations.
Sub-items 1) and 2)		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		
33	LIGHTS				
14. Exterior Emergency Lighting System	C	-	0		May be inoperative for day operations.
	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.
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.					
1) 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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System & Sequence Numbers	1.	2. Number Installed		3. Number Required for Dispatch
				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.
Sub-Items 1) through 4)				No change from FAA MMEL
19. Floor Proximity Emergency Escape Path Marking System		1	1	Must be operative.
1) Incandescent Lighting System	C	-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting levels specified in certification documents.
2) 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.
3) 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.
4) All Cargo Operations	D	1	0	

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System & Sequence Numbers		1.	2. Number Installed			
			3. Number Required for Dispatch			
			4. Remarks or Exceptions			
34	NAVIGATION					
	7. Standby Horizon Indicator					
	1) Standby Attitude Indicator	B	1	0		May be inoperative for day VMC provided the standby attitude indication is clearly identified to the flight crew as inoperative.
	*** 2) ILS Indication	D	1	0		
	10. Directional Gyro Compass System					
	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.

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			3. Number Required for Dispatch			
			4. Remarks or Exceptions			
34	NAVIGATION					
	10. Directional Gyro Compass System (cont'd)					
	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).
	11. 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

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System & Sequence Numbers		1.		2. Number Installed	
34 NAVIGATION		12. Flight Director Systems		3. Number Required for Dispatch	
14. Marker Beacon Receiver System		1) Used routinely C 1 0 (O)		4. Remarks or Exceptions Deleted in Revision 20 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.			

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		4. Remarks or Exceptions		
34 NAVIGATION				
18. ATC Transponders and Automatic Altitude Reporting Systems	C	-	-	No change from FAA MMEL
	D	-	-	No change from FAA MMEL NOTE: Transponder and Flight Director/Autopilot must use same ADC data for RVSM operations.
Sub-items 1) and 2)				No change from FAA MMEL

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34 NAVIGATION				4. Remarks or Exceptions
20. Radio Altimeter Systems				
1) Receiver/Transmitters				
a) (-100/-200)		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.
		C	- 0	No change from FAA MMEL
b) (-300/-400/-500)		C	2 1	No change from FAA MMEL
		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) 1) Receiver/Transmitters (cont'd) c) (-600/-700/-800) 2) Indications 25. Altitude Alerting System	A C C	1 - -	0 (O) 0 0	
		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. No change from FAA MMEL 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)					
	1) 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.
	a) Modes 1 to 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.
	b) Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.
	c) Glideslope Deviation(s) (Mode 5)	C	2	1		
		B	2	0		
	*** d) Advisory Callouts (Mode 6)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.

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			4. Remarks or Exceptions			
34	NAVIGATION					
	26. Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT) (cont'd)					
	1) Ground Proximity Warning System (GPWS) (cont'd)					
	*** e) Windshear Warning and Flight Guidance Mode (Reactive) (Mode 7)	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.
		C	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.
	*** 2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.
	*** 3) Terrain Displays	C	-	0		
	*** a) Vision One (STC ST03355AT)	D	-	0		

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			4. Remarks or Exceptions			
34	NAVIGATION					
	26. Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT) (cont'd)					
*** 4)	Runway Awareness and Advisory System (RAAS)	C	1	0		
*** 37	Windshear Warning and Flight Guidance System (Reactive)					
		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.	
		C	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.	

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			4. Remarks or Exceptions		
34	NAVIGATION				
***	45. Global Positioning System (GPS)	C	1	0	No change from FAA MMEL
		D	1	0	No change from FAA MMEL
	1) GPS Data Base	C	-	- (O)	May be out of currency 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, c) Approach Navigation Radios are manually tuned and identified, and d) Approaches are not conducted using associated system.
59.	ADDU	D	1	0	

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			4. Remarks or Exceptions			
34	NAVIGATION					
	60. Flight Management System (FMS) (LSTC O-LSA05-359/D) (LSTC O-LSA08-089/D)					
	1) Navigation Capability	C	2	1	One may be inoperative provided operations into NAT MNPS airspace and GPS approaches are not conducted.	
		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.
	2) Auto Pilot Coupling	C	-	0	(O)	

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34 NAVIGATION 60. Flight Management System (FMS) (LSTC O-LSA05-359/D) (LSTC O-LSA08-089/D) (cont'd)		3. Number Required for Dispatch		4. Remarks or Exceptions	
3) GPS Data Base		C		1 0 (O)	
				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, c) Approach Navigation Radios are manually tuned and identified, and d) GPS approaches are not conducted.	

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			4. Remarks or Exceptions		
35 OXYGEN					
1. Crew Oxygen System			Deleted as per FAA MMEL		
2. 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.
1) Automatic Presentation		B	1	0	No change from FAA MMEL
2) 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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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.	

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35 OXYGEN					
5. Passenger Oxygen System	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.
	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.

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		4. Remarks or Exceptions		
35 OXYGEN				
5. Passenger Oxygen System (cont'd)				
1) 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.
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.

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		4. Remarks or Exceptions			
35 OXYGEN					
6. PBE Smoke Hoods		D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> 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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System & Sequence Numbers		2. Number Installed			
36 PNEUMATIC		3. Number Required for Dispatch			
5. Engine Bleed Air Shutoff Valves (PRSOV)		4. Remarks or Exceptions			
1) (-100/-200)		C	2	1	(M)(O) One may be inoperative provided: a) No change from FAA MMEL b) No change from FAA MMEL c) APU is operative and capable of supplying bleed air.
2) (-300/-400/-500/-600- 700/-800)		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 c) APU is operative and capable of supplying bleed air.

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System & Sequence Numbers	1.	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
38 WATER/WASTE					
1. Potable Water Systems		C	-	-	No change from FAA MMEL
		C	-	0	(M)(O) System may be inoperative provided: a) Tank is drained and inspected to ensure no leakage, and b) Procedures are established to deactivate applicable system components to prevent its use or servicing. NOTES: 1. The (O) procedure addresses other means for water provision for crew members as well as the need to advise of system status during crew changes. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.

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System & Sequence Numbers		1.	2. Number Installed	
			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
38 WATER/WASTE				
2. Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)		C	-	- 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 to deactivate system components,
				c) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and
				d) There is at least one serviceable lavatory on the aircraft.

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		3. Number Required for Dispatch		
		4. Remarks or Exceptions		
38 WATER/WASTE 2. Lavatory Waste Systems (Including Wheelchair Accessible Lavatories) (cont'd)	C	1	0	(M)(O) May be inoperative provided: a) Waste is drained and system is inspected for leakage, b) Procedures are established to deactivate system components, and c) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER". NOTES: 1. The (O) procedure addresses other means for water provision for crew members as well as the need to advise of system status during crew changes. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.

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System & Sequence Numbers	1.	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
38 WATER/WASTE *** 3. System Vacuum Motor (-600/-700/-800)	C	1	0	(O)(M) System vaccum motor may be inoperative provided: a) Lavatories are not used on the ground or in flight below 16,000 feet, b) Procedures are established and used to deactivate system components, and c) Pilot in Command will control lavatory access via fasten seat belt until aircraft is above 16,000 feet.	

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System & Sequence Numbers		1.		2. Number Installed	
46 INFORMATION SYSTEMS		*** 5. Enhanced Airborne Data Loader (EASA STC 10033194)		C 1 0 May be inoperative.	
46 INFORMATION SYSTEMS		*** 5. Enhanced Airborne Data Loader (EASA STC 10033194)		C 1 0 May be inoperative.	

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BOEING 737		Date: Mar. 10, 2011		52-1	
System & Sequence Numbers		1. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
52	DOORS				
16. Main Cabin Exit/Slide (All Cargo Configuration)	C	-	-	(O)	<p>All slides in the cargo area with the exception of L1 and R1 may be inoperative provided:</p> <ul style="list-style-type: none"> 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.
	B	-	0		<p>All slides may be inoperative provided:</p> <ul style="list-style-type: none"> a) All crew members are on the flight deck, and b) An alternate means of egress is available.

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

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System & Sequence Numbers	1.	2. Number Installed		
		3. Number Required for Dispatch		
		4. Remarks or Exceptions		
52 DOORS				
25. Main Cabin Exit/Slide (Passenger Carrying Operations)	-	-	(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. Inoperative slide must be removed or deactivated or secured, c) Conspicuous placard indicating that exit is inoperative is attached to exit in accordance with Note 2, d) Emergency exit signs and lights associated only with inoperative exit are obscured (Note 3), e) 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, f) 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, g) Restricted seating areas are clearly indicated by blocking with barrier tape prior to passenger boarding (Notes 5 and 6),

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch
			4. Remarks or Exceptions
52 DOORS			<p>h) Main passenger aisle(s) and exit access areas are not blocked,</p> <p>i) A video pre-departure safety briefing that includes emergency exits is not conducted. The live pre-departure briefing must include:</p> <ol style="list-style-type: none"> 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. <p>j) Persons other than assigned flight attendants are not seated in blocked area for taxi, takeoff and landing,</p> <p>k) Flight attendant is stationed at emergency exit opposite to inoperative exit during takeoff and landing (Note 7), and</p> <p>l) Smoke removal procedures are not predicated on the use of the affected exit.</p> <p>m) Repairs are made within one flight day.</p>

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System & Sequence Numbers	1.	2. Number Installed			
		3. Number Required for Dispatch			
52 DOORS 25. Main Cabin Exit/Slide (Passenger Carrying Operations) (cont'd)		4. Remarks or Exceptions <div style="text-align: center;"> <p>NOTES:</p> <ol style="list-style-type: none"> 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): <ol style="list-style-type: none"> 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. c) Placard shall be affixed by means that will prevent it from being dislodged under dynamic forces expected during emergency landing (AWM 525.561 or equivalent depending on certification basis). It must not obscure emergency exit window. </div>			

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System & Sequence Numbers		1.		2. Number Installed	
52 DOORS 25. Main Cabin Exit/Slide (Passenger Carrying Operations) (cont'd)		3. Number Required for Dispatch		4. Remarks or Exceptions	
NOTES: (cont'd)		3. Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.		4. Any application for MEL relief of this item must be accompanied by all supporting data including a configuration drawing indicating the seats that will be blocked. The request for relief must be submitted to the MEL approval authority for approval coordination.	
5. If infrangible, the barrier tape must be removed after passenger boarding and after the announcement that the indicated areas are prohibited from use. If frangible, the tape may remain in place for takeoff and landing but must easily tear so as not to become a means of entanglement during an evacuation.		5. If infrangible, the barrier tape must be removed after passenger boarding and after the announcement that the indicated areas are prohibited from use. If frangible, the tape may remain in place for takeoff and landing but must easily tear so as not to become a means of entanglement during an evacuation.		5. If infrangible, the barrier tape must be removed after passenger boarding and after the announcement that the indicated areas are prohibited from use. If frangible, the tape may remain in place for takeoff and landing but must easily tear so as not to become a means of entanglement during an evacuation.	

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BOEING 737		Date: Mar. 10, 2011		52-7	
System & Sequence Numbers		1. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
52 DOORS		<p>25. Main Cabin Exit/Slide (Passenger Carrying Operations) (cont'd)</p> <p>NOTES: (cont'd)</p> <p>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.</p> <p>7. A flight attendant may be stationed at the inoperative exit during taxi, take-off and landing.</p> <p>8. For extended overwater operations, occupancy must not exceed the normal rated capacity of the remaining slide rafts, or the rated overload capacity of the slide rafts remaining after loss of one additional slide raft of greatest capacity, whichever is less. The minimum number of required ditching exits must be available as per AWM 525.807 or equivalent depending on the certification basis.</p>			

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		3. Number Required for Dispatch	
		4. Remarks or Exceptions	
52 DOORS			
25. Main Cabin Exit/Slide (Passenger Carrying Operations) (cont'd)		<p>NOTES: (cont'd)</p> <p>9. Weight and balance manifest must be revised as necessary to ensure proper loading limits are observed.</p> <p>10. On all-cargo and combination passenger/cargo aircraft, exit(s) located in the cargo area may be inoperative except, where applicable at least one exit must be operative for flight crew evacuation purposes.</p> <p>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 MEL approval authority. Following is a list of data which must be included in that record:</p> <ul style="list-style-type: none"> a) carrier b) aircraft type, series and registration number c) location of aircraft d) date e) exit involved f) seating capacity, number of passengers offloaded and number of passengers carried 	

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System & Sequence Numbers		1.		2. Number Installed	
52 DOORS 25. Main Cabin Exit/Slide (Passenger Carrying Operations) (cont'd)		3. Number Required for Dispatch		4. Remarks or Exceptions	
NOTES: (cont'd)		11. (cont'd)		g) cause (including occupation of person involved) and nature of occurrence h) point in itinerary (departure, arrival, servicing, maintenance) i) when and where repairs made j) corrective action taken (e.g. training, procedures, design) to preclude recurrence k) number of hours inoperative l) flight itinerary to repair base m) estimated cost (including details) if relief had not been available. n) cumulative total of occurrences per 1000 departures	

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			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. 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.

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System & Sequence Numbers		1.		2. Number Installed	
52 DOORS 26. Main Cabin Exit/Slide (Aircraft Crew Only) (cont'd)		3. Number Required for Dispatch		4. Remarks or Exceptions <div style="text-align: right;"> NOTES: (cont'd) 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. </div>	

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System & Sequence Numbers		1. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
77	ENGINE INDICATING				
5. Vibration Indicating Systems					
1) (-100/-200)	C	2	0		
2) (-300/-400/-500/-600/-700/-800)	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.