

TRANSPORT CANADA

MMEL SUPPLEMENT

REVISION 3

TO

BOEING 747-100/200/300/SP

MASTER MINIMUM EQUIPMENT LIST

W. R. Jupp

Chief

**Aircraft Certification Flight Test
for Minister of Transport**

Sept. 24, 2004

Revision 03

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MASTER MINIMUM EQUIPMENT LIST

**Original signed by
Jim Martin for**

W. R. Jupp

Chief

**Aircraft Certification Flight Test
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Sept. 24, 2004

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Reasons for Changes

23-3	Communication Systems (VHF, HF, UHF) – new item with relief for VHF2.
25-29	Emergency Locator Transmitter – revised item with repair category tied to CAR 605.39.
30-15	Rain Repellent System – reinstated item with relief for systems using fluids not banned by Canadian environmental regulations.
34-16	Stabilized Heading Indication Systems – new item with relief for magnetic and free gyro modes per GB item 34.3
34-21	VHF Navigation Systems (VOR/ILS) – revised item adding NOTE per GB item 34.6.
34-24	Radio Compass System (ADF) – new item with NOTE per GB item 34.6.
34-29	Low Range Radio Altimeter System – editorial change only
34-40	Traffic Collision Avoidance System (TCAS) – new item with repair category change per 34.10.
34-48	Global Positioning System/Global Navigation Satellite Systems (GPS/GNSS) – revised item with editorial format changes only.
38-1	Potable Water Systems – revised item with number change only.
38-2	Lavatory Systems – revised item with number change only.
52-33	Boeing Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) – new item restricting relief on pressure sensing module.
52-34	Boeing Enhanced Flight Deck Security Door Dead Bolt (FAR 25.795 Compliant) – new item with repair interval change per FAA PL 112 Rev. 1.
52-35	Main Cabin Door/Slide (Or Door) – revised item with editorials only.

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the B747-100/200/300/SP.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 30c, 07/28/2004 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 regulations.

This MMEL Supplement uses the standard four column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP9155E). The same definitions and symbols as the FAA MMEL are also used. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test - AARDC
Aircraft Certification
330 Sparks St.
Tower C, 3rd Floor
Ottawa, Ontario
K1A 0N8

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
21	AIR CONDITIONING				
1.	Packs				
	1) Passenger Configuration	C	-	2	No change from FAA MMEL
	a) Full Flow Mode	C	3	1	No change from FAA MMEL
	2) Cargo Configuration (Pressurized)				
	a) 8-10 Main Entry Doors Installed	C	-	1	No change from FAA MMEL
		C	-	1	No change from FAA MMEL
		C	-	1	No change from FAA MMEL
	b) 2 Main Entry Doors Installed	C	-	1	No change from FAA MMEL
		C	-	1	No change from FAA MMEL
		C	-	1	No change from FAA MMEL
	*** c) Three Pack Configuration	D	3	2	
	3) Cargo Configuration (Unpressurized)	C	-	0	(M)(O) May be inoperative in an unpressurized configuration provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, and d) Cargo is not carried in the lower cargo compartments. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

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				4.	Remarks or Exceptions
21	AIR CONDITIONING				
23.	Cabin Pressure Control Systems (Manual)				
	1) Manual Positions	C	3	1	No change from FAA MMEL
		C	3	1	No change from FAA MMEL
		C	3	1	No change from FAA MMEL
		C	3	0	(M)(O) Manual control to both outflow valves may be inoperative for unpressurized flight provided: a) Cargo is not carried in the lower cargo compartments, b) No change from FAA MMEL c) No change from FAA MMEL d) No change from FAA MMEL e) No change from FAA MMEL f) No change from FAA MMEL NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
		C	3	0	(M)(O) Manual control to both outflow valves may be inoperative for unpressurized flight provided: a) Cargo is not carried in the lower cargo compartments. b) No change from FAA MMEL c) No change from FAA MMEL d) No change from FAA MMEL e) No change from FAA MMEL

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21	AIR CONDITIONING				
23.	Cabin Pressure Control Systems (Manual) (cont'd)				
	1) Manual Positions (cont'd)				
24.	Outflow Valves	C	2	1	No change from FAA MMEL
		C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) No change from FAA MMEL b) Cargo is not carried in the lower cargo compartments. c) No change from FAA MMEL d) No change from FAA MMEL e) No change from FAA MMEL NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

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System & Sequence Numbers		1.	2.	3.	4.
				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
21	AIR CONDITIONING				
25.	Positive Pressure Relief Valves	C	2	1	No change from FAA MMEL
		C	2	1	No change from FAA MMEL
		C	2	1	No change from FAA MMEL
		C	2	0	(M)(O) May be inoperative provided: a) No change from FAA MMEL b) Cargo is not carried in the lower cargo compartments. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

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21	AIR CONDITIONING				
28.	Outflow Valve Position Indication Systems	C	2	0	No change from FAA MMEL
		C	2	0	(M)(O) May be inoperative provided: a) No change from FAA MMEL b) Cargo is not carried in the lower cargo compartments. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

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21	AIR CONDITIONING				
29.	CABIN V/S Vertical Speed Indication System	C	1	0	No change from FAA MMEL
		C	1	0	(M)(O) May be inoperative provided: a) No change from FAA MMEL b) Cargo is not carried in the lower cargo compartments. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

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21	AIR CONDITIONING				
30.	Cabin Altitude Indication System	C	1	0	No change from FAA MMEL
		C	1	0	(M)(O) May be inoperative provided: a) No change from FAA MMEL b) Cargo is not carried in the lower cargo compartments. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

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21	AIR CONDITIONING				
31.	Cabin DIFF PRESS Indication System	C	1	0	No change from FAA MMEL
		C	1	0	(M)(O) May be inoperative provided: a) No change from FAA MMEL b) Cargo is not carried in the lower cargo compartments. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

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21	AIR CONDITIONING				
53. ***	Aft Cargo Air Conditioning System Controls and Valves				
	1) Auto or Manual Controls	D	2	0	No change from FAA MMEL
	2) Conditioned Air Shutoff Valve and Aft Cargo Trim Air Shutoff Valve	D	2	0	No change from FAA MMEL
	3) Aft Cargo Trim Air Valve	D	1	0	No change from FAA MMEL
	4) Conditioned Air Shutoff Valve	D	1	0	(O) May be inoperative open provided cargo is not carried in the compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
	5) Trim Air Modulating Valve	D	1	0	No change from FAA MMEL
		D	1	0	No change from FAA MMEL

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22		AUTO FLIGHT					
1.		Autopilot System	C	-	1	Any in excess of operational requirements may be inoperative.	
			B	-	0	Except where enroute operations require their use, may be inoperative provided approach minimums do not require their use. NOTE: Any mode which functions normally may be used.	
		1) Control Wheel Disengage Switches	C	2	1	One may be inoperative provided: a) Autopilot is not used below initial approach altitude, and b) Pilot flying has the operative disengage switch.	
			B	2	0	Both may be inoperative provided autopilot is not used.	
		Sub-items 2) through 6)				No change from FAA MMEL	

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23 COMMUNICATIONS					
1.	Flight Deck Speakers	C	2	0	May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty. c) All aural alerts, messages and other communications which are normally routed through the flight deck speakers are audible through the headsets, and d) A spare headset must be readily available for crew use.
2.	Passenger Address System				
	1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, b) Flight Deck/Cabin Interphone function (two way) with associated calls operates normally, and c) Megaphones are readily available and operative.

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23	COMMUNICATIONS						
2.	Passenger Address System (cont'd)						
	1) Passenger Configuration (cont'd)	A	1	0	(O)	May be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.	
	a) Flight Deck PA Microphone	B	-	0		No change from FAA MMEL	
	b) Cabin Attendant Stations					No change from FAA MMEL	
	1) Handsets, PA Function	B	-	-		No change from FAA MMEL	
	2) Door 1L or 4L Panel PA Function	B	-	-		No change from FAA MMEL	
***	c) Cabin Attendant Station PA Microphone					No change from FAA MMEL	
	d) Lavatory Speakers					No change from FAA MMEL	
	2) Cargo Configuration	D	1	0		No change from FAA MMEL	
		D	1	0		No change from FAA MMEL	

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23	COMMUNICATIONS					
3	Communication Systems (VHF, HF, UHF)	D	-	2	No change from FA3 of 8	
		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.	
	1) VHF Comm				No change from FAA MMEL	
	2) HF Comm				No change from FAA MMEL	
5.	Audio Control Panels				Must be operative for each person on flight deck duty including any person occupying the forward observer seat(s) in an official capacity.	
	1) Primary Observer Seat Panel	B	1	0		
		D	1	0	May be inoperative provided the seat is not required to be available in an official capacity for extended periods of time.	
	2) Secondary Observer Seat Panel	D	1	0		

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23	COMMUNICATIONS						
7.	Cabin Attendant's Interphone System					NOTE: The MMEL Sub-item 7. 1) has been relocated to Item 4 of 8	
	1) Passenger Configuration						
	a) Flight Deck/Cabin and Cabin/Cabin	B	-	1	(O)	May be inoperative provided: a) An operative flight deck/cabin interphone (two way) is at an operative flight attendant seat, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used.	
		A	1	0	(O)	May be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used. c) Repairs are made within one flight day.	

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23	COMMUNICATIONS				
7.	Cabin Attendant's Interphone System (cont'd)				
	1) Passenger Configuration (cont'd)				
	c) Flight Deck and/or Cabin/Crew Rest Facility – Bunk	C	-	-	(O) May be inoperative provided: a) The passenger address system is operative, b) Alternate procedures are established and used, and c) The Pilot-in-Command is advised that all crew have been briefed.
		D	-	-	(M)(O) May be inoperative provided: a) Associated Crew Rest Facility - Bunk is not occupied, and b) Associated Crew Rest Facility - Bunk is placarded INOPERATIVE – DO NOT USE
	2) Cargo/Passenger Combi Configurations (cargo compartment located between flight deck and passenger compartment)		1	1	Crew member interphone system must be operative.
	3) Cargo Configuration				
	a) Flight Deck/Cabin and Cabin/Cabin	D	1	0	May be inoperative provided all crew members are on the flight deck.
	b) Flight Deck to Ground	C	1	0	May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures are not dependent on its use.

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23	COMMUNICATIONS				
11.	Call Signal, (Flight Attendant Station from Flight Deck)				
	1) Passenger Configuration				
	a) Visual Alert (flight compartment)	B	1	0	May be inoperative provided the flight deck aural alert is operative.
	b) Visual Alert (cabin)	B	1	0	May be inoperative provided: a) The PA system is operative, and b) Affected alert is not used for lavatory smoke detector alerting.
	c) Aural Alert (cabin)	B	1	0	May be inoperative provided: a) The PA system is operative, and b) Affected alert is not used for lavatory smoke detector alerting.
	2) Cargo Configuration				
	a) Visual Alert (flight compartment)	B	1	0	May be inoperative provided the aural alert is operative.
	b) Courier/Supernumerary Visual Alert	B	1	0	May be inoperative provided Courier/Supernumerary address system is operative.
	c) Courier/Supernumerary Aural Alert	B	1	0	May be inoperative provided Courier/Supernumerary address system is operative.
14. ***	ACARS (ARINC Communications Addressing and Reporting System) Including Printer	D	-	0	No change from FAA MMEL
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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23		COMMUNICATIONS					
20.		Handsets					
		1) Passenger Configuration					
	a) Flight Deck Handset	C	1	0	(O)	May be inoperative provided:	
						a) Flight deck to cabin communication operates normally, and	
						b) Alternate procedures are established and used.	
		D	1	0		May be inoperative provided routine procedures do not require its use.	
	b) Cabin Handset(s)	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 communications procedures between the affected flight attendant station(s) are established and used.	

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				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
23	COMMUNICATIONS				
-42-4	Handsets (cont'd)				
	1) Passenger Configuration				
	c) Crew Rest Facility - Bunk Handset	C	-	-	(O) May be inoperative provided: a) The passenger address system is operative, b) Alternate procedures are established and used, and c) The Pilot-in-Command is advised that all crew have been briefed.
		D	-	-	(M)(O) May be inoperative provided: a) Associated Crew Rest Facility - Bunk is not occupied, and b) Associated Crew Rest Facility - Bunk is placarded INOPERATIVE – DO NOT USE.
	2) Cargo/Combi Configuration				
	a) Flight Deck Handset	D	1	0	
	b) Cargo Compartment Handsets	D	2	0	Handsets located in the cargo compartment may be inoperative or inaccessible. NOTE: This includes the handset at L1 (and R1 when R1 is located in the main deck cargo compartment)

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				4. Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS				
3. Megaphones	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the megaphone and its installed location are placarded INOPERATIVE. b) Required distribution is maintained, and c) Procedures are established and used to alert crew members of inoperative or missing megaphones.
1) All Cargo Operations	D	-	-	May be inoperative provided all crew members are on the flight deck.
5. Flight Attendant Seat Assemblies (Single or Dual Position)				
1) Required Flight Attendant Seats	B	-	-	(M)(O) One seat position or assembly (single or dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied,

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		4.	Remarks or Exceptions	
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>25 EQUIPMENT/FURNISHINGS</p> <p>5. Flight Attendant Seat Assemblies (Single or Dual Position) (cont'd)</p> <p>1) Required Flight Attendant Seats (cont'd)</p> </div> <div style="width: 50%;"> <p>b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties,</p> <p>c) Alternate procedures are established and used as published in crewmember manuals,</p> <p>d) Folding type seat stows automatically or is secured in the retracted position, and</p> <p>e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".</p> <p>NOTES:</p> <p>1. An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>2. A seat position with a missing or inoperative safety belt (including shoulder harness) or headrest renders the seat inoperative.</p> </div> </div>				

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25 EQUIPMENT/FURNISHINGS					
5.	Flight Attendant Seat Assemblies (Single or Dual Position)				
	2) Excess Flight Attendant Seats	D	-	-	(M) Seats/assemblies in excess of requirements and not assigned to a flight attendant may be inoperative provided they are not occupied, are placarded and are: a) Properly stowed, or b) Secured in the retracted position, or, c) Removed.
	3) All Cargo Operations	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.
10.	Main Cabin Door/Slide				Moved to ATA 52
11.	Upper Deck Escape Slide Inflation System (or Door)				Moved to ATA 52

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				4.	Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS					
12.	Flight Crew Seats				
***	1) Power Adjustment System(s)	D	-	0	
	2) Manual Adjustment System(s)				
	a) Lumbar Support(s)	C	-	0	May be inoperative provided seat(s) is acceptable to affected crewmember(s).
	b) Recline System(s)	C	-	0	(M) May be inoperative provided seat(s) is secured in an upright position acceptable to the affected crewmember(s).
	c) Thigh Support(s)	C	-	0	May be inoperative provided seat(s) is acceptable to affected crewmember(s).
	d) Armrest(s)	C	-	0	(M) May be inoperative provided: a) Inoperative armrest is in the up position or removed, and b) Seat(s) is acceptable to affected crewmember(s).
13.	Flight Attendant Flashlight/Holder Assembly				
	1) Flashlights	C	-	-	(O) May be inoperative or missing provided flight attendant assigned to the associated seat has a flashlight of equivalent characteristics readily available.
	2) Holders	C	-	-	(M)(O) May be inoperative or missing provided alternate stowage provisions are provided.

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				4. Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS				
20. Lower Cargo Compartment Lining and Decompression Venting Belt Panels				
1) Passenger Configuration or Class B Cargo		C	-	0
				May be damaged or missing provided no cargo is loaded in associated compartment.
				NOTE:
				Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
2) Cargo Configuration Class "E" Cargo				No change from FAA MMEL

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				4.	Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS					
21.	Passenger Convenience Items	N/A	-	-	<p>Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment, such as, but not limited to – galley equipment, movie equipment, ash trays, 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"> Exterior lavatory door ash trays are not considered convenience items. 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". Movie equipment individual screens, if applicable, must be capable of being stowed. 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.

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					4.	Remarks or Exceptions	
25 EQUIPMENT/FURNISHINGS							
22.	Passenger Seats	D	-	-	(M)	May be inoperative provided: a) It does not block or restrict access to an Emergency Exit, b) It does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) is not used and is blocked and placarded "DO NOT OCCUPY". NOTES: 1. A seat with an inoperative safety belt is considered inoperative. 2. Affected seat(s) may include the seat behind and/or the adjacent outboard seats in left and right outboard sections and only the seat aft of the seat in the center section.	
	1) Recline Mechanism	D	-	-		No change from FAA MMEL	
	2) Arm Rests	D	-	-		No change from FAA MMEL	
***	3) Electrical/Electronic Systems/Components					No change from FAA MMEL	
	4) Underseat Baggage Restraining Bars					No change from FAA MMEL	

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				4.	Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS					
23. Observer Seat(s)					
1) Primary Observer's Seat (Including associated equipment)		B	1	0	May be inoperative provided the seat is removed, stowed, or secured in the retracted position.
		D	1	0	May be inoperative provided the seat is not required to be occupied in an official capacity for extended periods of time. NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer's seat.
2) Additional Observer's Seat					No change from FAA MMEL

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					4.	Remarks or Exceptions	
25 EQUIPMENT/FURNISHINGS							
25.	First Aid Kits	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.	
	1) First Aid Kit Seal	B	-	-	(O)	The seal affixed on the exterior of the first aid kit may be missing or broken provided: a) First aid kit is fully equipped or the kit has a maximum of one missing item, b) Kit includes a list of its contents, c) An inventory is taken on the contents of the kit prior to departure, d) Procedures are established to alert crew members of: 1) The missing or broken seal and 2) The need to perform an inventory under proviso c).	
27.	(Exterior) Lavatory Door Ashtrays	C	-	-		One may be missing on the entire aircraft. NOTE: Repair Interval cannot be extended as this MMEL relief originates in an AD.	

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					4.	Remarks or Exceptions	
25 EQUIPMENT/FURNISHINGS							
28.	Overhead Stowage Bin(s)/ Cabin and Galley Storage Compartment/Closets	D	-	-	(M)	May be inoperative provided: a) Procedures are established to secure compartment CLOSED, or remove the lid/door, b) Compartment is not used for storage of emergency equipment, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTES: 1. If no partitions are installed, the entire overhead stowage compartment is considered one bin. 2. An inoperative door latch renders the door inoperative.	
29.	Emergency Locator Transmitter	A	-	-		As required by CAR 605.39.	
	1) In excess of that required by regulations	D	-	-			
30.	Lavatory NO SMOKING Placards		-	-		Must be operative. NOTE: A temporary placard may be used to dispatch an aircraft to a station where normal placards are available.	

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

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				4.	Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS					
31. Emergency Medical Kit (cont'd)					
	2) Emergency Medical Kit Seal	B	-	-	(O) The seal affixed on the exterior of the emergency medical kit may be missing or broken provided: a) Emergency medical kit is fully equipped or the kit has a maximum of one missing consumable item, b) Kit includes a list of its contents, c) An inventory is taken on the contents of the kit prior to departure, and d) Procedures are established 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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					4.	Remarks or Exceptions	
25 EQUIPMENT/FURNISHINGS							
32. Crew Rest Facilities - Bunk							
1) Crew Rest Facility - Bunk Main Entry Door		C	-	0	(M)	May be inoperative provided: a) Associated Crew Rest Area is not used and personal items are removed, and b) Associated Crew Rest Area door is locked closed and placarded, INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit associated Crew Rest Area inspections by crewmembers.	
		C	-	0	(M)	May be inoperative provided associated Crew Rest Area door is removed and securely stowed inside crew rest area or removed from the aircraft.	
2) Crew Rest Facility - Bunk Restraint System		C	-	-	(M)	One or more may be inoperative provided: a) Affected bunk is placarded INOPERATIVE – DO NOT USE, and b) Procedures are established and used to alert crewmembers that the bunk restraint system cannot be used.	

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					4.	Remarks or Exceptions	
26	FIRE PROTECTION						
4.	Engine & APU Fire Extinguisher Thermal Discharge Discs	C	-	0	(M)	May be missing provided thermal discharge diaphragm integrity is verified by an acceptable procedure before the first flight of each day.	
		C	-	-		No change from FAA MMEL	
5.	Portable Fire Extinguisher	D	-	-	(M)(O)	Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative fire extinguisher(s) is removed from the passenger cabin, flight deck, or class E cargo compartment that is accessible to crew members during flight, and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded INOPERATIVE, b) Required distribution is maintained in the passenger compartment on each deck, the flight deck and each class E cargo compartment that is accessible to crew members during flight, as applicable, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.	

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				3. Number Required for Dispatch			
				4. Remarks or Exceptions			
26 FIRE PROTECTION							
6. Wheel Well Fire Detection System		B	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> 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. <p>NOTE:</p> <p>In case of engine failure after V1, performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem. Pilots must consider the effects associated with delayed raising of landing gear or lowering landing gear during operation from contaminated runways in icing conditions.</p>		
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					4.	Remarks or Exceptions
26	FIRE PROTECTION					
7.	APU Fire Detection System	C	2	1		No change from FAA MMEL
		C	2	0	(O)	Both loops may be inoperative provided: <ul style="list-style-type: none"> a) APU is used for ground operations only and is continuously monitored, b) APU external control system operates normally, and c) APU is shut down before taxi.
	1) Flight Deck Test Feature	C	2	1		No change from FAA MMEL
		C	2	0		No change from FAA MMEL
9.	Forward Lower Cargo Compartment Smoke Detector(s) (Single or Dual Loop System, All Models)	C	-	1		No change from FAA MMEL
		C	-	0		May be inoperative provided cargo is not carried in associated compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
	1) Flight Deck Test Feature					No change from FAA MMEL
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				4.	Remarks or Exceptions
26	FIRE PROTECTION				
10.	Aft Lower Cargo Compartment Smoke Detectors				
	1) Single Loop System, SB 26-2070 Not Incorporated (All Except 747SP)				
	a) Container Compartment Detectors	C	3	2	No change from FAA MMEL
		C	3	2	No change from FAA MMEL
		C	3	2	(M)(O) Aft detector may be inoperative for unpressurized flight provided cargo is not carried in Bulk compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
		C	3	1	(M)(O) The two forward detectors may be inoperative provided cargo is not carried in compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
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				4.	Remarks or Exceptions
26	FIRE PROTECTION				
10.	Aft Lower Cargo Compartment Smoke Detectors (cont'd)				
	1) Single Loop System, SB 26-2070 Not Incorporated (All Except 747SP) (cont'd)				
	a) Container Compartment Detectors (cont'd)	C	3	0	All may be inoperative provided cargo is not carried in compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
	b) Bulk Compartment Detector	C	1	0	(M)(O) May be inoperative provided cargo is not carried in compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
	c) Flight Deck Test Feature				No change from FAA MMEL
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					4. Remarks or Exceptions
26	FIRE PROTECTION				
10.	Aft Lower Cargo Compartment Smoke Detectors (cont'd)				
	2) Single Loop System, SB 26-2070 Incorporated				
	a) Container Compartment Detectors	C	2	1	
		C	2	0	No change from FAA MMEL
		C	2	0	Both may be inoperative provided cargo is not carried in compartment.
					NOTE:
					Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
	b) Bulk Compartment Detectors	C	2	1	
		C	2	0	No change from FAA MMEL
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					4. Remarks or Exceptions
26	FIRE PROTECTION				
10.	Aft Lower Cargo Compartment Smoke Detectors (cont'd)				
	2) Single Loop System, SB 26-2070 Incorporated (cont'd)				
	b) Bulk Compartment Detectors (cont'd)	C	2	0	Both may be inoperative provided cargo is not carried in compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
	c) Flight Deck Test Feature				No change from FAA MMEL
	3) Dual Loop System				
	a) Container Compartment Detectors	C	2	1	
		C	2	0	Both may be inoperative provided cargo is not carried in compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
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					4. Remarks or Exceptions
26	FIRE PROTECTION				
10.	Aft Lower Cargo Compartment Smoke Detectors (cont'd)				
	3) Dual Loop System (cont'd)				
	b) Bulk Compartment Detectors	C	2	1	
		C	2	0	Both may be inoperative provided cargo is not carried in compartment.
					NOTE:
					Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
	c) Flight Deck Test Feature				No change from FAA MMEL
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					4. Remarks or Exceptions
26	FIRE PROTECTION				
10.	Aft Lower Cargo Compartment Smoke Detectors (cont'd)				
	4) 747SP	C	2	1	
		C	2	0	Both may be inoperative provided cargo is not carried in compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
	a) Flight Deck Test Feature				No change from FAA MMEL
11.	Main Deck Cargo Smoke Detector System	C	-	-	No change from FAA MMEL
***		C	-	0	All may be inoperative provided cargo is not carried in main deck cargo compartment. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
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					4.	Remarks or Exceptions	
26	FIRE PROTECTION						
11. ***	Main Deck Cargo Smoke Detector System (cont'd)						
	1) Passenger Compartment Smoke Detection Annunciator Panels (Combi)					No change from FAA MMEL	
14 ***	Lower Cargo Compartment Fire Extinguisher System	C	1	0	(O)	May be inoperative provided cargo is not carried in lower cargo compartments. 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.	
	1) Extinguisher Bottle No. 2, All Operations except Combi configurations with Main Deck Fire Extinguishing System installed					No change from FAA MMEL	
	2) Cargo Configuration (Class "E" Cargo)					No change from FAA MMEL	
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26	FIRE PROTECTION				
21. ***	Lower Lobe Galley Portable Fire Extinguisher	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative fire extinguisher(s) is removed from the passenger cabin, flight deck, or class E cargo compartment that is accessible to crew members during flight, and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded INOPERATIVE, b) Required distribution is maintained in the passenger compartment on each deck, the flight deck and each class E cargo compartment that is accessible to crew members during flight, as applicable, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.
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26	FIRE PROTECTION					
25.	Lavatory Fire Extinguishing Systems	C	-	0	(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided the lavatory smoke detection system operates normally.	
		C	-	0	(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided:	
					a) Lavatory is not used by passengers for any purpose,	
					b) Lavatory waste receptacle is empty,	
					c) Lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER",	
					d) Access to waste receptacle must be secured closed and placarded "INOPERATIVE - DO NOT USE", and	
					e) Lavatory is used only by crew members.	
		B	-	0	(O) May be inoperative for non-passenger carrying operations provided:	
					a) Crew members are the only occupants of the aircraft, and	
					b) Occupants have been briefed as to which lavatory fire extinguishing system(s) is inoperative.	
	1) All Cargo Operations	C	-	0	(O) May be inoperative provided crew members have been briefed as to which lavatory fire extinguishing system(s) is inoperative.	
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26	FIRE PROTECTION					
25.	Lavatory Fire Extinguishing Systems (cont'd)					
	1) All Cargo Operations (cont'd)	D	-	0	(M)(O) May be inoperative provided:	
					a) Crew members have been briefed as to which lavatory fire extinguishing system(s) is inoperative, and	
					b) Waste receptacle is emptied, secured closed and placarded, "INOPERATIVE - DO NOT USE".	
					NOTE:	
					The above mentioned provisos are not intended to preclude crew member lavatory inspections which must be detailed in the (O) procedures.	
27.	Lavatory Smoke Detection Systems	C	-	-	(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", and	
					e) Lavatory is used only by crew members.	
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26	FIRE PROTECTION						
27.	Lavatory Smoke Detection Systems (cont'd)	B	-	0	(O)	May be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Occupants have been briefed as to which lavatory smoke detection system(s) is inoperative.	
	1) All Cargo Operations	C	-	0	(O)	May be inoperative provided crew members have been briefed as to which lavatory smoke detection system(s) is inoperative.	
		D	-	0	(M)(O)	May be inoperative provided: a) Crew members have been briefed as to which lavatory fire extinguishing system(s) is inoperative, and b) Waste receptacle is emptied, secured closed and placarded, "INOPERATIVE - DO NOT USE". NOTE: The above mentioned provisos are not intended to preclude crew member lavatory inspections which must be detailed in the (O) procedures.	
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					4.	Remarks or Exceptions
26	FIRE PROTECTION					
30 ***	Main Deck Cargo Compartment Fire Extinguisher System (Combi Airplanes)	C	1	0		May be inoperative provided cargo is not carried on the main deck. 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.
	1) Main Deck Metered Halon Bottles	C	8	7		No change from FAA MMEL
		A	8	5		No change from FAA MMEL
	2) Main Deck Cargo Squib Test Module	C	1	0		May be inoperative provided cargo is not carried on the main deck. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
		C	1	0		No change from FAA MMEL
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26							
FIRE PROTECTION							
30 ***							
Main Deck Cargo Compartment Fire Extinguisher System (Combi Airplanes) (cont'd)							
3)							
Main Deck Cargo Bottle Discharge Module Lights (Located in the Aft Lower Cargo Compartment)	C	10	0				All may be inoperative provided cargo is not carried on the main deck.
							NOTE:
							Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non- magnetic metals (such as lead) is acceptable.
	C	10	0				No change from FAA MMEL

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				4.	Remarks or Exceptions
27	FLIGHT CONTROLS				
1.	Control Surface Position Indicating System	C	1	0	(M)(O) May be inoperative provided: a) Visual confirmation of full, free and correct aileron movement is made before each flight, and b) Affected indicator is deactivated or covered.
8.	Stall Warning System				
	1) Airplanes with Engines Other Than JT9D-7R4G2	C	2	1	No change from FAA MMEL
		B	2	0	(M)(O) May be inoperative provided: a) Inoperative systems are deactivated, b) Flight is conducted in accordance with the AFM CG limitations, and c) Flight is not conducted in known or forecast icing conditions.
	2) Airplanes with JT9D-7R4G2 Engines	C	2	1	No change from FAA MMEL
		B	2	0	(M)(O) May be inoperative provided: a) Inoperative systems are deactivated, b) Flight is conducted in accordance with the AFM CG limitations, c) Flight is not conducted in known or forecast icing conditions, and d) Thrust setting of 1.62 EPR is not exceeded.

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				4.	Remarks or Exceptions
27	FLIGHT CONTROLS				
21.	Control Wheel Trim Switch System	C	2	1	One may be inoperative for the pilot not flying provided Alternate Stabilizer Trim System is verified to operate normally before each flight.
30.	Rudder Pedal Adjustment	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> 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
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				4.	Remarks or Exceptions
30 - ICE AND RAIN PROTECTION					
15. Rain Repellent System ***			D	1	0
					NOTE: This relief is only available for systems using fluids not banned by Canadian environmental regulations.

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

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			4. Remarks or Exceptions	
32 LANDING GEAR 1. Anti-Skid System 1) Normal Anti-Skid System 2) Reserve Anti-Skid System			<div style="text-align: center; padding-top: 100px;"> No change from FAA MMEL No change from FAA MMEL NOTE: Boeing recommended braking procedure published in the DDPG is to be carefully reviewed by the Operator's Chief Pilot and revised as necessary for their operation. </div>	

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

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					4.	Remarks or Exceptions	
33	LIGHTS						
2.	Passenger Notice System "NO SMOKING/FASTEN SEAT BELT/RETURN TO SEAT SIGNS" (cont'd)	A	1	0	(O)	May be inoperative for non passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.	
	1) Aural Tone Function	C	-	-	(O)	May be inoperative provided alternate procedures are established and used..	
	2) Flight Deck Automatic Function	C	-	-	(O)	May be inoperative provided: a) Manual control function operates normally, and b) Alternate procedures are established and used.	
	3) All Cargo Operations	D	-	-		May be inoperative provided all crew are on the flight deck.	

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33	LIGHTS				
4.	Cabin Interior Illumination System	C	1	-	No change from FAA MMEL
	1) Cargo Configuration (Class B Compartments)	C	1	-	No change from FAA MMEL
	2) Cargo Configuration (Class E Compartments)	C	1	-	No change from FAA MMEL
	3) Crew Rest Facility – Bunk	C	-	-	One or more may be inoperative provided: a) A minimum of one light operates in common area, and b) Emergency lighting system operates normally.
7.	Runway Turn Off Lights	C	2	0	May be inoperative provided both landing lights operate normally on the side of the airplane with the inoperative Runway Turn Off Light(s).
		D	2	0	May be inoperative for day operations.
8.	Landing Lights	C	4	2	Two may be inoperative for night operations.
		D	4	0	All may be inoperative for day operations.

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					4.	Remarks or Exceptions
33	LIGHTS					
9.	Anti-Collision Light Systems					No change from FAA MMEL
	1) Red Upper and Lower Fuselage Beacon Lights					No change from FAA MMEL
***	2) White Tail and Wing Tip Strobe Lights					No change from FAA MMEL
***	3) White Upper and Lower Fuselage Strobe Lights	C	2	0		
10.	Wing Illumination Lights	C	2	0		No change from FAA MMEL
		C	2	0		One or both may be inoperative for day operations.
12.	Exterior Emergency Lighting System	C	1	-		No change from FAA MMEL
		C	1	0		No change from FAA MMEL
		A	1	0	(O)	May be inoperative for non passenger carrying operations provided: a) Aircraft crew members are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.
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.						

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33	LIGHTS				
12.	Exterior Emergency Lighting System (cont'd)				NOTES: (cont'd) 2. The operator's MEL must state the maximum number of aircraft crew permitted.
13.	Interior Emergency Lighting System	C	1	-	No change from FAA MMEL
		C	1	-	No change from FAA MMEL
	1) Crew Rest Facility – Bunk	D	-	-	(M) May be inoperative provided: a) Crew Rest Facility – Bunk is not occupied, and b) Crew Rest Facility – Bunk is placarded "INOPERATIVE – DO NOT USE".
16.	Floor Proximity Emergency Escape Path Marking System		1	1	Must be operative.
	1) Individual Lights	C	-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting levels specified in certification documents.
	2) All Cargo Operations	D	1	0	

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					4. Remarks or Exceptions
34	NAVIGATION				
11.	Standby Attitude Indicator	B	1	0	May be inoperative for day VMC provided: a) A third switchable source of attitude reference is available, and b) Inoperative indicator is covered.
12.	Flight Director Displays	C	2	0	Except where enroute operations require their use, may be inoperative provided a) Approach minimums do not require their use, b) Autopilot is considered inoperative, c) Windshear escape guidance is considered inoperative, and d) TOGA switches are considered inoperative.
16	Stabilized Heading Indication Systems		2	2	Must be operative
	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.

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34	NAVIGATION						
16	Stabilized Heading Indication Systems (cont'd)						
	1) Magnetic Modes (cont'd)	B	2	0	(O)	One or both may be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems operate normally and are used in conjunction with free gyro navigation techniques.	
	2) Free Gyro Modes	B	2	0	(O)	One or both may be inoperative for flights that are entirely within areas of magnetic reliability (areas south of Northern Domestic Airspace).	
17.	Non-Stabilized Magnetic Compass (Standby)	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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34	NAVIGATION				
21.	VHF Navigation Systems (VOR/ILS)	C	-	-	No change from FAA MMEL NOTE: The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
	Sub-items 1 through 6				No change from FAA MMEL
24	Radio Compass System (ADF)	D	-	-	No change from FAA MMEL NOTE: The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
25.	Marker Beacon Sys tem				
	1) Used routinely	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	2) Not used routinely	D	1	0	May be inoperative provided routine procedures do not require its use.

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					4. Remarks or Exceptions
34	NAVIGATION				
26.	ATC Transponders and Automatic Altitude Reporting Systems	C	-	-	As required by FAR.
		D	-	-	Any in excess of those required by FAR may be inoperative. NOTE: Transponder and Flight Director/ Autopilot must use same ADC data for RVSM operations.
28.	Altitude Alerting System	A	-	0	(O) Except where enroute operations require its use, may be inoperative provided: a) Autopilot altitude hold operates normally, and b) Repairs are made within three flight days.
29.	Low Range Radio Altimeter System				
	1) Indicators	C	-	0	No change from FAA MMEL
	2) Receiver/Transmitter (R/T) Unit(s)	A	-	0	(M)(O) May be inoperative provided: a) Dispatch deviation for GPWS inoperative is observed, b) Approach minimums or operating procedures do not require its use, c) Repairs are made within three flight days.
		C	-	1	No change from FAA MMEL

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						4.	Remarks or Exceptions
34	NAVIGATION						
32.	Ground Proximity Warning System	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
	1) Terrain Avoidance Warning (Modes 1 through 4)	A	-	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
	2) Test Mode Function	A	1	0		May be inoperative provided: a) GPWS is considered inoperative; and, b) Repairs are made within three flight days.	
	3) Glideslope Deviation (Mode 5)	B	2	0			
***	4) Advisory Callouts (Mode 6)	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
***	5) Windshear Warning (Mode 7)	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
***	6) Terrain Awareness and Warning System (TAWS)	C	1	0			

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34	NAVIGATION							
40	Traffic Collision Avoidance System (TCAS)	C	-	0		No change from FAA MMEL		
		C	-	0		No change from FAA MMEL		
	Sub-items 1) through 3)					No change from FAA MMEL		
45 ***	Wind Shear Detection and Guidance System	D	-	0	(O)	May be inoperative provided alternate procedures are established and used.		
48. ***	Global Positioning System/ Global Navigation Satellite Systems (GPS/GNSS)							
	1) Used routinely	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.		
	2) Not used routinely	D	1	0		May be inoperative provided routine procedures do not require its use.		
	Sub-items 1) through 4)					No change from FAA MMEL		
	5) Navigation Data Base	C	-	-		May be out of currency for enroute operations only provided: a) No change from FAA MMEL b) No change from FAA MMEL c) No change from FAA MMEL		
	Sub-items 6) and 7)					No change from FAA MMEL		

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						4.	Remarks or Exceptions						
35			OXYGEN										
1.			Passenger Oxygen Systems	B	1	0	(O)	May be inoperative provided:					
								a) Minimum enroute altitude does not exceed 13,000 ft above MSL,					
								b) All 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.					
				B	1	0	(O)	May be inoperative provided flight remains at or below 10,000 feet MSL.					
			1) Automatic Deployment										
			No change from FAA MMEL										
			2) Passenger Service Unit (PSU)										
			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.					

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				4.	Remarks or Exceptions
35	OXYGEN				
1.	Passenger Oxygen System (cont'd)	D	1	0	May be inoperative provided:
	3) Cargo Configuration				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.
	a) Passenger Service Unit (PSU)				No change from FAA MMEL
	4) 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.

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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
35	OXYGEN			
1.	Passenger Oxygen System (cont'd)			
	5) Crew Rest Facility - Bunk Drop Down Oxygen Masks	C	-	(M)(O) One or more may be inoperative provided the associated bunk is not occupied and placarded INOPERATIVE – DO NOT USE.
		C	-	(O) One or more may be inoperative and the associated bunk may be occupied provided the operating altitude is limited to FL 250 and below.
		C	-	(M)(O) One or more may be inoperative and associated bunk may be occupied provided a portable oxygen bottle with mask attached is available for the associated bunk occupant. NOTE: Portable oxygen bottle must be properly secured in the associated bunk.

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System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
35	OXYGEN			
2.	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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System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
35	OXYGEN			
3.	Dual Pressure Indicator on Fill Panel and/or F/E Station			Deleted in Rev. 02. Refer to FAA MMEL
5.	Passenger Oxygen Mask Access Door Latch	B	-	(M)(O) Automatic opening feature and/or the door latch(es) may be inoperative provided: <ul style="list-style-type: none"> a) Door is confirmed inoperative, b) Door is secured closed, c) PSU oxygen system operates normally, d) Flight remains at or below FL 250, e) Manual deployment system operates normally, f) No more that two consecutive banks of seats and their adjacent banks of seats have an inoperative automatic opening feature, and g) Occupants are briefed on oxygen access. <p>NOTE:</p> <p>The method of door closure must not hinder ready access to the first aid oxygen outlet.</p>

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System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				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:
				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		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
38- WATER/WASTE						
1	Potable Water Systems	C	-	-	(M)(O)	May be inoperative provided: a) Tank is drained and inspected to ensure no leakage, and b) Procedures are established and used to deactivate applicable system components to prevent their use or servicing.
		C	-	-	(M)(O)	Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.

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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 Systems		C	-	1	(M)(O) May be inoperative provided: a) Waste is drained and system is inspected for leakage, b) Procedures are established and used to deactivate system components, c) Lavatory door is locked closed and placarded INOPERATIVE - DO NOT ENTER, and d) The Pilot in Command will determine if flight duration is acceptable with an Upper Deck lavatory unusable, and e) One lavatory operates normally. NOTE: Any portion of system which operates normally may be used. .		

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 - DOORS					
33 Boeing Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant)					No change from FAA MMEL
Sub-items !) through 4)					No change from FAA MMEL
5) Pressure Rate-of-Change Sensing Module		1	1		Must be operative.
34 Boeing Enhanced Flight Deck Security Door Dead Bolt (FAR 25.795 Compliant)		C	1	0	May be inoperative provided automatic locking system operates normally.

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Aircraft: Boeing 747-100/200/300/SP		Revision No. 03 Date: Sept. 24, 2004		Page: 52-2 of 9	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 - DOORS					
35. Main Cabin Door/Slide (Or Door)					
1) Passenger Configuration (Including Passenger Cabins in Combi Configuration)		A	-	-	(M)(O) 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				
35. Main Cabin Door/Slide (Or Door) (cont'd)				
1) Passenger Configuration (Including Passenger Cabins in Combi Configuration) (cont'd)				<ul style="list-style-type: none"> h) Main passenger aisle(s) and exit access areas are not blocked, i) A video pre-departure safety briefing that includes emergency exits is not conducted. The live pre-departure briefing must include: <ul 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. j) Persons other than assigned flight attendants are not seated in blocked area for taxi, takeoff and landing, k) Flight attendant is stationed at emergency exit opposite to inoperative exit during take-off and landing (Note 7), l) Smoke removal procedures are not predicated on the use of the affected exit, and m) Repairs are made within one flight day.

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			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
52 - DOORS 35. Main Cabin Door/Slide (Or Door) (cont'd) 1) Passenger Configuration (Including Passenger Cabins in Combi Configuration) (cont'd)			<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 (FAR 25.561 or equivalent depending on certification basis). It must not obscure emergency exit window. 	

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			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
52 - DOORS 35. Main Cabin Door/Slide (Or Door) (cont'd) 1) Passenger Configuration (Including Passenger Cabins in Combi Configuration) (cont'd)			NOTES: (cont'd) 3. Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured. 4. Any application for MEL relief of this item must be accompanied by all supporting data including a configuration drawing indicating the seats that will be blocked. The request for relief must be submitted through the appropriate Region to the Director Commercial and Business Aviation Branch (AARX) for approval. 5. If infrangible, the barrier tape must be removed after passenger boarding and after the announcement that the indicated areas are prohibited from use. If frangible, the tape may remain in place for takeoff and landing but must easily tear so as not to become a means of entanglement during an evacuation.	

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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
52 - DOORS				
35. Main Cabin Door/Slide (Or Door) (cont'd)				
1) Passenger Configuration (Including Passenger Cabins in Combi Configuration) (cont'd)				<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", 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 FAR 25.807 or equivalent depending on the certification basis.</p>

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			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
52 - DOORS 35. Main Cabin Door/Slide (Or Door) (cont'd) 1) Passenger Configuration (Including Passenger Cabins in Combi Configuration) (cont'd)			NOTES: (cont'd) 9. Weight and balance manifest must be revised as necessary to ensure proper loading limits are observed. 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. 11. The carrier must keep a record, for examination by Transport Canada, of each instance where this relief has been exercised. This record must be forwarded quarterly to the Director Air Carrier Branch (AARX). Following is a list of data which must be included in that record: a) carrier b) aircraft type, series and registration number c) location of aircraft d) date	

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				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 - DOORS					
35. Main Cabin Door/Slide (Or Door) (cont'd)					
1) Passenger Configuration (Including Passenger Cabins in Combi Configuration) (cont'd)					NOTES: (cont'd) 11. (cont'd) e) exit involved f) seating capacity, number of passengers offloaded and number of passengers carried g) cause (including occupation of person involved) and nature of occurrence h) point in itinerary (departure, arrival, servicing, maintenance) i) when and where repairs made j) corrective action taken (e.g. training, procedures, design) to preclude recurrence k) number of hours inoperative l) flight itinerary to repair base m) estimated cost (including details) if relief had not been available. n) cumulative total of occurrences per 1000 departures
2) Cargo and Combi Configuration					No change from FAA MMEL

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			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
52 - DOORS					
36. Upper Deck Escape Slide Inflation System (Or Door)					
1) Passenger, Cargo or Combi Configuration (One Door)					
2) Passenger or Combi Configuration (Two Door)					
a) Circular Stair	A	2	1	(M)(O)	One may be inoperative, or a slide may be missing provided: a) Upper deck occupancy is limited to 16 passengers, and b) Provisos and NOTES contained in TC Supplement Item 52-35 are complied with.
b) Straight Stair	A	2	1	(M)(O)	One may be inoperative, or a slide may be missing provided: a) Upper deck occupancy is limited to 24 passengers, with airplane capacity limited to 550 passengers total, and b) Provisos and NOTES contained in TC Supplement Item 52-35 are complied with.
c) Straight or Circular Stair	C	2	0		No change from FAA MMEL
3) Cargo Configuration, or Cargo With Upper Deck Occupants (Two Door)					No change from FAA MMEL