



Transport
Canada

Transports
Canada

TRANSPORT CANADA

MMEL SUPPLEMENT

TO

B747-400 / B747-400D / B747-400F

MASTER MINIMUM EQUIPMENT LIST

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National Aircraft Certification
for Minister of Transport

Apr. 21, 2016
Revision: 15

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Original	Nov. 30, 1990	All	
01	May 31, 1991	52-3, 52-4, 52-6, 52-7	
02	Jan. 14, 1992	23-2, 31-1	
03	Mar. 12, 1992	33-3	
04	Mar. 26, 1992	L-1, L-2, L-4, 32-1	
05	Feb. 06, 1995	L-1, L-2, L-3, 21-1, 21-2, 21-3, 21-4, 23-1, 23-2, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, 27-1, 33-1, 33-2, 34-1, 52-1, 52-5, 52-7, 77-1	
06	May 19, 1995	I, II, III, 25-4	
07	Dec. 04, 2000	All	
08	May 31, 2002	I, II, III, IV, V, VI, VII, VIII, 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, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 25-12, 26-1, 26-2, 26-3, 26-4, 26-6, 26-7, 26-8, 27-1, 27-2, 30-1, 31-1, 32-1, 33-1, 33-2, 33-3, 33-4, 33-5, 34-1, 34-2, 34-4, 34-5, 35-1, 35-2, 35-3, 35-4, 35-5, 35-6, 38-1, 38-2, 52-3	
09	Apr. 17, 2003	I, II, III, IV, V, VI, VII, VIII, 21-1, 21-2, 22-1, 23-1, 23-2, 23-3, 23-5, 23-6, 23-7, 25-7, 25-8, 25-9, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, 26-8, 30-1, 33-1, 33-4, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 38-1	
10	Nov. 11, 2003	I, II, III, IV, V, VI, 21-1, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 33-5, 34-1	
11	Apr. 08, 2004	I, II, III, IV, V, VI, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8	
12	Aug. 04, 2004	I, II, III, IV, V, VI, 23-1, 25-5, 25-6, 33-2, 52-7	
13	Feb. 20, 2015	All	
14	Jul. 22, 2015	I, II, III, IV, V, 38-2	
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Reasons for Changes

General	This revision incorporates the following changes: <ul style="list-style-type: none">- FAA MMEL revision 30.
23-31-1	Revised # installed as per FAA MMEL.
23-42-1	Added relief as per FAA MMEL.
33-42-3	Added relief as per FAA MMEL.
33-51-2	Revised repair interval and proviso as per FAA MMEL.
34-22-3	Revised as per FAA MMEL.
34-61-1	Revised as per FAA MMEL and GB Rev 7 – 34-50-1 and 34-40-2.

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the B747-400, B747-400D, and B747-400F.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 30, 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 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 same format, definitions and symbols as the FAA MMEL and the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155).

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test – AARDC
National Aircraft Certification

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				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
21 AIR CONDITIONING						NOTE 1: 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.” NOTE 2: Wording “at or below 10,000 ft MSL” must be added to all MMEL provisos requiring flight to be conducted in an unpressurized configuration.	
-41-1 ***	Door 5 Overhead Crew Rest Environmental Control System						
	1) Temperature Control	C	1	0	(M)	May be inoperative provided: a) Heater is deactivated, and b) Associated crew rest facility is not occupied.	
	2) Ventilation	C	1	0	(M)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) Associated crew rest facility is not occupied.	
	3) Temperature Indicator	D	1	0			

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21	AIR CONDITIONING							
-41-2 ***	Zone F Crew Rest Environmental Control System							
	1) Temperature Control	C	1	0	(M)	May be inoperative provided: a) Heater is deactivated, and b) Associated crew rest facility is not occupied.		
	2) Ventilation	C	1	0	(M)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) Associated crew rest facility is not occupied.		
	3) Temperature Indicator	D	1	0				
-41-3 ***	Zone B Crew Rest Environmental Control System							
	1) Temperature Control	C	1	0	(M)	May be inoperative provided: a) Heater is deactivated, and b) Associated crew rest facility is not occupied.		
	2) Ventilation	C	1	0	(M)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) Associated crew rest facility is not occupied.		
	3) Temperature Indicator	D	1	0				

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					4.	Remarks or Exceptions	
21	AIR CONDITIONING						
-41-5 ***	Door 4 Overhead Crew Rest Environmental Control System						
	1) Temperature Control	C	1	0	(M)	May be inoperative provided: a) Heater is deactivated, and b) Associated crew rest facility is not occupied.	
	2) Ventilation	C	1	0	(M)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) Associated crew rest facility is not occupied.	
	3) Temperature Indicator	D	1	0			
-42-2 ***	Flight Deck Crew Rest Area Heat Control System	C	1	0	(M)	May be inoperative provided: a) System is deactivated, and b) Associated crew rest facility is not occupied.	
	1) Temperature Control Functions (LOW / MED / HIGH)	C	-	0	(M)	May be inoperative provided associated crew rest facility is not occupied.	
	2) Crew Rest Bunk Heaters	C	-	0	(M)	May be inoperative provided: a) Heater is deactivated, and b) Associated crew rest facility is not occupied.	
	3) Crew Rest Seat Heater	C	-	0	(M)	No change from FAA MMEL.	

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21	AIR CONDITIONING							
-42-3 ***	Aft Upper Deck Crew Rest Area Heat Control System	C	1	0	(M)	May be inoperative provided: a) System is deactivated, and b) Associated crew rest facility is not occupied.		
	1) Temperature Control Functions (LOW / MED / HIGH)	C	-	0	(M)	May be inoperative provided associated crew rest facility is not occupied.		
	2) Crew Rest Bunk Heaters	C	-	0	(M)	May be inoperative provided: a) Heater is deactivated, and b) Associated crew rest facility is not occupied.		
	3) Crew Rest Seat Heater	C	-	0	(M)	No change from FAA MMEL.		

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22	AUTO FLIGHT				
-11-1	Control Wheel Autopilot Disengage Switches	C	2	1	One may be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) The pilot flying has the operative disconnect.
		B	2	0	Both may be inoperative provided autopilot is not used.

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23	COMMUNICATIONS						
-12-1	VHF Communications Systems					Deleted. Refer to FAA MMEL.	
-27-2	Controller Pilot Data Link Communications (CPDLC)	C	-	0	(O)	May be inoperative where routine procedures require its use provided alternate procedures are established and used.	
		D	-	0		May be inoperative provided operating regulations don't require its use.	
	1) CPDLC In-Coming Message Visual Alerting	C	-	0	(M)	May be inoperative provided In-Coming Message Aural Alerting is operative.	
		D	-	0	(M)	May be inoperative provided operating regulations and routine operations don't require the use of CPDLC.	
-31-1	Passenger Address System						
	1) Passenger / Combi	B	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) Flight deck / cabin interphone system (two way) with associated calls (e.g. chimes) is verified operative prior to each flight, and c) Megaphones are readily available and operative.	
					NOTE:	No change from FAA MMEL.	

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					4.	Remarks or Exceptions	
23 COMMUNICATIONS							
-31-1 Passenger Address System (cont'd)							
	1) Passenger / Combi (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. NOTE: Any station function(s) that operates normally may be used.	
	a) Passenger Address Controller Circuits	C	2	1	(O)	No change from FAA MMEL.	
	b) Lavatory Speakers	C	-	0	(O)	No change from FAA MMEL.	
	c) Cabin Speakers	C	-	-	(M)	No change from FAA MMEL.	
	d) Direct Access Function	C	-	1	(O)	No change from FAA MMEL.	
	2) Freighter (Personnel Address System)	D	1	0		May be inoperative provided all crew members are on the flight deck.	
	a) Lavatory Speakers	C	1	0	(O)	No change from FAA MMEL.	
-31-2 Prerecorded Passenger Announcement System						Deleted. Refer to FAA MMEL.	

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23 COMMUNICATIONS				
-42-1 Crew Member Interphone System				
1) Passenger / Combi				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, and d) The public address system is verified operative prior to each flight. 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.
b) Cabin to Cabin Function	B	-	-	(O) May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, and d) The public address system is verified operative prior to each flight. NOTE: No change from FAA MMEL.
c) Flight Deck to Ground / Ground to Flight Deck Function	C	1	0	No change from FAA MMEL.
	B	1	0	No change from FAA MMEL.

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23	COMMUNICATIONS				
-42-1	Crew Member Interphone System				
	1) Passenger / Combi (cont'd)				
	d) Cabin Interphone Controller Circuits	C	2	1	No change from FAA MMEL.
***	e) Flight Deck / Cabin to Cabin to Crew Rest, Crew Rest to Flight Deck / Cabin	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 area is not occupied, and b) Associated Crew Rest area is placarded INOPERATIVE – DO NOT USE.
	2) Freighter				
	a) Flight Deck to Cabin / Crew Rest. Cabin / Crew Rest to Flight Deck Function	D	1	0	May be inoperative provided all crew members are on the flight deck.
	b) Flight Deck to Ground / Ground to Flight Deck Function	C	1	0	No change from FAA MMEL.

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				Remarks or Exceptions
23 COMMUNICATIONS				
-42-3 Handset System				
1) Passenger / Combi				
a) Flight Deck	C	-	0	No change from FAA MMEL.
	D	-	0	No change from FAA MMEL.
b) Main Cabin	B	-	-	No change from FAA MMEL.
c) Upper Deck Cabin	B	2	1	No change from FAA MMEL.
	B	2	0	No change from FAA MMEL.
d) Crew Rest	B	-	0	(O) May be inoperative provided: a) The public 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) Freighter				
a) Flight Deck Handset	D	-	0	
b) Cargo Compartment Handsets	D	-	0	Handsets located in the cargo compartment may be inoperative or inaccessible provided compartment remains unoccupied.

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23	COMMUNICATIONS				
-51-2	Headsets / Headphones				Deleted. Refer to FAA MMEL.
-51-3	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.
-51-4	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	May be inoperative except when required by a person in an official capacity.
		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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				4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS				
-11-2	Flight Crew Seats				Deleted. Refer to FAA MMEL.
-11-3	Observer Seat(s)				
	1) Primary Observer 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. NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer's seat(s).
***	2) Additional Observer's Seat (Including Associated Equipment)	D	-	0	No change from FAA MMEL.
***	3) Additional Flight Deck and Crew Rest Area Seat(s)	D	-	0	No change from FAA MMEL.

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			4.	Remarks or Exceptions
25 EQUIPMENT / FURNISHINGS				
-20-1 Passenger Convenience Items / NEF				
1) Passenger Convenience Items	N/A	-	0	<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>NOTE 1: Exterior lavatory door ash trays are not considered convenience items.</p> <p>NOTE 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”.</p> <p>NOTE 3: Movie equipment individual screens, if applicable, must be capable of being stowed.</p> <p>NOTE 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.</p>

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25	EQUIPMENT / FURNISHINGS			
-20-1	Passenger Convenience Items / NEF (cont'd)			
	2) Non-Essential Equipment & Furnishings (NEF)	N/A	-	0
				No change from FAA MMEL. NOTE 1: Exterior lavatory door ash trays are not considered convenience items. NOTE 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". NOTE 3: Movie equipment individual screens, if applicable, must be capable of being stowed. NOTE 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.

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25	EQUIPMENT / FURNISHINGS			
-25-1	Flight Attendant Seat Assemblies (Single or Dual Position)			
	1) Required Flight Attendant Seats	B	-	(M)(O) No change from FAA MMEL.
	2) Excess Flight Attendant Seats	D	-	(M) Seats / assemblies in excess of requirements and not assigned to a flight attendant may be inoperative provided they are not occupied, are placarded and are: a) Properly stowed, or b) Secured in the retracted position, or, c) Removed. NOTE 1: No change from FAA MMEL. NOTE 2: No change from FAA MMEL.
	3) Cargo Configuration	D	-	No change from FAA MMEL.
-25-2	Passenger Seats			Deleted. Refer to FAA MMEL.
-28-1	Overhead Stowage Bin(s) / Cabin and Galley Storage Compartment / Closets			Deleted. Refer to FAA MMEL.
-40-1	Exterior Lavatory Door Ashtrays			Deleted. Refer to FAA MMEL.

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					4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS					
-52-1	Lower Cargo Compartment Lining Panels	C	-	0	(O)	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.
-59-1	Combi Main Deck Cargo Compartment Lining Panels	C	-	0	(O)	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.
63-2	Megaphones	D	-	-	(M)(O)	Any in excess of those required by regulations may be inoperative or missing provided: a) The 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.

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25 EQUIPMENT / FURNISHINGS					
-63-4 Cabin Emergency Flashlight Holders / Flashlights					
1) Flashlights	C	-	-	(O)	May be inoperative or missing provided each inoperative or missing required flight attendant flashlight is replaced with a flashlight of equivalent characteristics readily available.
2) Holders	C	-	-	(M)(O)	May be inoperative or missing provided alternate stowage provisions are provided.
-63-5 Emergency Locator Transmitter (ELT)					
*** 1) Survival Type ELTs	D	-	-		No change from FAA MMEL.
*** 2) Fixed ELTs	A	-	0	(M)	May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
	D	-	-	(M)	Any in excess of those required by regulations may be inoperative provided system is deactivated.
-63-6 Lavatory NO SMOKING Placards	B	-	-		May be missing provided the associated lavatory smoke detection system is operative.

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			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
25 EQUIPMENT / FURNISHINGS				
-64-2 Emergency Medical Equipment				
1) Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	No change from FAA MMEL.
	D	-	-	No change from FAA MMEL.
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 a 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.
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 content of the kit prior to departure, and d) Procedures are established and used 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					
-64-2 Emergency Medical Equipment (cont'd)					
	3) 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) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The 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).
-75-1 Crew Rest Facilities – Bunk					Deleted. Refer to FAA MMEL.

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26 FIRE PROTECTION				<p>NOTE: The following NOTE applies whenever an MMEL item contains a proviso requiring the associated cargo compartment remain empty:</p> <p>“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>	
-13-1	Lavatory Smoke Detection Systems	C	-	-	<p>(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.</p>

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					4.	Remarks or Exceptions	
26	FIRE PROTECTION						
-13-1	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, b) Occupants are briefed as to which lavatory smoke detection system(s) is/are inoperative, and c) In-flight service waste bags are not stored in the lavatory. NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.	
	1) All Cargo Operations	C	-	0	(O)	For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Crew members have been briefed as to which lavatory smoke detection system(s) is/are inoperative, and b) In-flight service waste bags are not stored in the lavatory. NOTE: 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)	May be inoperative provided: a) Crew members have been briefed as to which lavatory smoke detection system(s) is inoperative, and b) The lavatory is placarded, "INOPERATIVE – DO NOT ENTER". NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.	

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					4.	Remarks or Exceptions
26	FIRE PROTECTION					
-17-1	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: 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.</p>
	1) Flight Deck Test System	C	1	0	(M)	No change from FAA MMEL.

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						4.	Remarks or Exceptions	
26	FIRE PROTECTION							
-24-2	Lavatory Fire Extinguisher Systems	C	-	0	(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/are 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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				4.	Remarks or Exceptions
26 FIRE PROTECTION					
-24-2 Lavatory Fire Extinguisher 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".
-26-1 Portable Fire Extinguishers		D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) 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, b) Inoperative fire extinguisher(s) is/are removed from the passenger cabin, flight deck, and/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, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

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					4.	Remarks or Exceptions
27	FLIGHT CONTROLS					
-18-1	Aileron 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) A placard identifying the inoperative indication is affixed to the instrument panel adjacent to the applicable CRT.
-28-1	Rudder Position Indicating System	C	1	0	(M)(O)	May be inoperative provided: a) Visual confirmation of full, free and correct rudder movement is made before each flight, and b) A placard identifying the inoperative indication is affixed to the instrument panel adjacent to the applicable CRT.
-28-3	Rudder Pedal Adjustment	C	2	0	(M)	May be inoperative provided: a) Rudder pedals can be secured in a position which meets individual pilot requirements, and b) Full and unrestricted movement of the rudder and brake pedal deflection is possible at both pilot stations.

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				4.	Remarks or Exceptions
27	FLIGHT CONTROLS				
-38-1	Elevator Position Indicating System	C	1	0	(M)(O) May be inoperative provided: a) Visual confirmation of full, free and correct elevator movement is made before each flight, and b) A placard identifying the inoperative indication is affixed to the instrument panel adjacent to the applicable CRT.
-41-2	Control Wheel Stabilizer Trim Switches	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.
-62-2	Speed Brake Solenoid		1	1	Must be operative.
-68-1	Spoiler Position Indicating System	B	1	0	No change from FAA MMEL.

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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
30 ICE AND RAIN PROTECTION				
-43-1 Rain Repellant Systems ***				Deleted. Refer to FAA MMEL.
-81-1 Ice Detection System ***				Deleted. Refer to FAA MMEL.

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				4.	Remarks or Exceptions
31	INDICATING / RECORDING SYSTEMS				
-25-1	Clocks				Deleted. Refer to FAA MMEL.
-31-1	Flight Data Recorder (FDR) System (Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	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	-	-	No change from FAA MMEL.
	2) FDR Recording Parameters not required by regulations.	A	-	-	No change from FAA MMEL.
-61-1	EICAS Lower Integrated Display Unit (IDU)	A	1	0	(M) May be inoperative for three flight days provided it is verified that EICAS can be switched to an alternate IDU (in case of enroute failure of the EICAS Upper IDU).

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				4.	Remarks or Exceptions
32	LANDING GEAR				
-42-1	Antiskid System	B	1	0	(M)(O) May be inoperative provided: a) Crew members are the only occupants of the aircraft, and b) Operations comply with AFM antiskid inoperative procedures and performance data. NOTE: Boeing recommended braking procedure published in the DDG is to be carefully reviewed by the Operator's Chief Pilot and revised as necessary for their operation.
	1) Control Channels	C	16	14	No change from FAA MMEL.
	2) Wheelspeed Transducers	C	16	14	No change from FAA MMEL.

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			4. Remarks or Exceptions		
33	LIGHTS				
-11-1	Flight Compartment and Instrument Lighting System	C	-	-	No change from FAA MMEL.
		D	-	0	May be inoperative for day operations.
-21-1	Cabin Interior Illumination System				
	1) Passenger and Combi Configurations				
	a) With Incandescent Floor Proximity Emergency Escape Path Marking System	C	-	-	No change from FAA MMEL.
	b) With Photoluminescent Floor Proximity Emergency Escape Path Marking System	C	-	-	No change from FAA MMEL.
	2) Cargo Configuration	D	-	-	No change from FAA MMEL.
	3) Crew Rest Area	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.

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33	LIGHTS						
-24-1	Passenger Lighted Information Signs (No Smoking/Fasten Seat Belt/Return To Seat)	C	-	-	(M)	No change from FAA MMEL.	
		C	-	-	(O)	Affected seats, lavatories or crew rest areas 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.	
		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	-	0	(O)	No change from FAA MMEL.	
	3) All Cargo, Supernumerary / Courier Area Lighted Information Signs	D	-	-	(O)	No change from FAA MMEL.	

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				4.	Remarks or Exceptions
33	LIGHTS				
-41-1	Wing Illumination Lights				Deleted. Refer to FAA MMEL.
-42-2	Landing Lights	C	4	2	Any two may be inoperative.
		D	4	0	May be inoperative for day operations.
	1) Dim Position	C	4	0	
-42-3	Runway Turn-Off Lights	C	2	0	No change from FAA MMEL.
		D	2	0	May be inoperative for day operations.
		C	2	0	No change from FAA MMEL.
-51-1	Interior Emergency Lighting System	C	1	-	No change from FAA MMEL.
	1) Upper Deck Exit Signs	C	-	-	(M)(O) No change from FAA MMEL.
	2) Crew Rest Area	D	-	-	(M) May be inoperative provided: a) Crew Rest Area is not occupied, and b) Crew Rest Area is placarded "INOPERATIVE – DO NOT USE".
-51-2	Exterior Emergency Lighting System	A	1	0	No change from FAA MMEL.
		C	1	0	May be inoperative for main entry doors located in the main deck cargo area of all-cargo and combi airplanes.
		C	1	0	May be inoperative for day operations.

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						4.	Remarks or Exceptions		
33	LIGHTS								
-51-2	Exterior Emergency Lighting System (cont'd)	A	1	1	0	(O)	May be inoperative for one flight day provided: a) Aircraft crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used. NOTE 1: For the purposes of this item, "aircraft crew" means the operating crew members including flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members. NOTE 2: The operator's MEL must state the maximum number of aircraft crew permitted.		

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					4.	Remarks or Exceptions
34	NAVIGATION					
-22-1	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 IRUs operate normally, and b) Airplane 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	(O)	No change from FAA MMEL.
-22-3	Flight Director Systems	C	3	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) If installed, takeoff and/or go-around switches are considered inoperative.
	1) 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) If installed, takeoff and/or go-around switches are considered inoperative.

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34	NAVIGATION				
-22-4 ***	Standby Attitude / ILS Indicator				
	1) Attitude	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
***	2) ILS	C	1	0	No change from FAA MMEL.
		C	1	0	No change from FAA MMEL.
-31-1	Instrument Landing System (ILS)	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
***	1) Excessive Beam Deviation Feature	D	-	-	No change from FAA MMEL.
		C	-	-	No change from FAA MMEL.
-32-1	Navigation Systems (Marker Beacon)				Deleted. Refer to FAA MMEL.

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34 NAVIGATION					
-33-1 Radio Altimeters (RA)					
1) Single Source Datalink to GPWS					
a) Left RA	A	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, d) No change from FAA MMEL, and e) Repairs are made within three flight days.
b) Center RA	C	1	0		No change from FAA MMEL.
c) Right RA	C	1	0		No change from FAA MMEL.
2) Multi-Source Datalink to GPWS	C	3	1		No change from FAA MMEL.

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34	NAVIGATION						
-46-1	Ground Proximity Warning System (GPWS)	A	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) Repairs are made within three flight days.	
	1) Modes 1 thru 4	A	4	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) Repairs are made within three flight days.	
	2) Test Mode	A	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) Repairs are made within three flight days.	
	3) Glideslope Deviation(s) (Mode 5)	C	-	1			
		B	-	0			
	4) Advisory Callouts (Mode 6)	B	-	0	(O)	No change from FAA MMEL.	
		C	-	0	(O)	No change from FAA MMEL.	
	5) Windshear Alert Mode (Reactive) (Mode 7)	B	1	0	(O)	No change from FAA MMEL	
		C	1	0	(O)	No change from FAA MMEL	

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34	NAVIGATION				
-46-1	Ground Proximity Warning System (GPWS) (cont'd)				
	6) Terrain Awareness and Warning System (TAWS)				
	a) Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	C	1	0	(O) No change from FAA MMEL.
	b) Terrain Display Functions	C	-	0	
***	7) Runway Awareness & Advisory System (RAAS)	C	1	0	
-51-1	Navigation Systems (VOR)	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
-53-1	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	No change from FAA MMEL.
		D	-	1	No change from FAA MMEL.
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by Regulations	A	-	0	No change from FAA MMEL.

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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
34	NAVIGATION						
-53-1	ATC Transponders and Automatic Altitude Reporting Systems (cont'd)						
***	2) ADS-B Squitter Transmissions	A	-	0		May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
-55-1	Distance Measuring Equipment (DME)	D	-	-		Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.	
-57-1	Navigation Systems (ADF)	D	-	-		Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.	
-57-2 ***	Automatic Dependent Surveillance – Broadcast (ADS-B)					Deleted. Refer to FAA MMEL.	
-58-1 ***	Global Positioning System					Deleted. Refer to FAA MMEL.	

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
34	NAVIGATION				
-61-1	Flight Management Computer Systems (FMCS includes thrust management function)				
	1) Left FMCS	C	1	0	(M) No change from FAA MMEL.
		A	1	0	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, and d) Repairs are made within 3 flight days.
	2) Right FMCS	C	1	0	No change from FAA MMEL.
	3) Navigation Databases	C	-	-	(O) May be out of currency provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, and d) Approaches are not conducted using associated system.

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System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
35 OXYGEN				
-11-3 Observer Seat(s) Oxygen System				Deleted. Refer to FAA MMEL.
-21-1 Passenger / Supernumerary Oxygen System				
1) Passenger / Combi	D	-	-	(M)(O) Passenger service units (PSUs) may be inoperative without flight altitude restriction provided: a) Affected seats or banks of seats are blocked and placarded INOPERATIVE to prevent occupancy, b) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative PSU, and c) Units operate normally for all usable lavatory and flight attendant locations.
	B	1	0	(O) May be inoperative provided: a) Flight is not conducted where the minimum altitude enroute is above 13,000 feet MSL, b) No change from FAA MMEL, c) No change from FAA MMEL, d) No change from FAA MMEL, e) No change from FAA MMEL, and f) No change from FAA MMEL.
	B	1	0	(O) May be inoperative provided flight remains at or below 10,000 feet MSL.

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			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
35 OXYGEN					
-21-1 Passenger / Supernumerary Oxygen System (cont'd)					
2) Freighter (Including STC ST03045CH)	D	1	0		No change from FAA MMEL.
	B	1	0		No change from FAA MMEL.
	D	1	0		May be inoperative provided: a) Portable oxygen bottles are available to all crew members required to be off the flight deck, and b) An automatic warning system is installed in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight.
3) Automatic Presentation System	B	-	-		No change from FAA MMEL.
4) Lavatory Oxygen	C	-	-	(M)(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". NOTE: This does not preclude storage of in-flight service waste bags in the associated lavatory.
	C	-	-	(O)	May be inoperative provided aircraft is not operated above FL 250.

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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
35 OXYGEN				
-21-1 Passenger / Supernumerary Oxygen System (cont'd)				
5) Automatic Opening Feature of Door Latches	B	-	-	(M)(O) May be inoperative provided: a) The PSU oxygen system is operative, b) The flight remains at or below FL 300, c) The manual 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.
6) Crew Rest Area - 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	-	-	(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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				3. Number Required for Dispatch
				4. Remarks or Exceptions
35 OXYGEN				
-31-1	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) The 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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				3. Number Required for Dispatch
				4. Remarks or Exceptions
35	OXYGEN			
-31-2	Protective Breathing Equipment (PBE)	D	-	- (M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative protective breathing equipment unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
38 WATER / WASTE					
-10-1 Potable Water Systems		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. NOTE: Any portion of system which operates normally may be used.
		C	-	-	(M)(O) May be inoperative provided: a) System 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. NOTE 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. NOTE 2: Aviation Occupational Health & Safety (AOHS) 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					
-30-1 Lavatory Waste Systems	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. NOTE: Any portion of the system that operates normally may be used.
	C	-	1		(M)(O) May be inoperative provided: a) Waste is drained and system is inspected for leakage, b) Procedures are established and used to deactivate system components, c) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", d) The Pilot in Command will determine if flight duration is acceptable with an Upper Deck lavatory unusable, and e) There is at least one serviceable lavatory on the aircraft.

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System & Sequence Numbers		1.	2.	Number Installed			
				3. Number Required for Dispatch			
				4. Remarks or Exceptions			
52 DOORS							
-11-1 Main Entry Door / Slides		A	-	-	(M)(O) One emergency exit / slide may be inoperative for one flight day 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) A conspicuous placard indicating that the exit is inoperative is attached to the exit in accordance with NOTE 2, d) Emergency exit signs and lights associated only with the 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), h) Main passenger aisle(s) and exit access areas are not blocked,		

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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
52 DOORS				
-11-1 Main Entry Door / Slides (cont'd)				<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 take-off and landing (NOTE 7), and</p> <p>l) Smoke removal procedures are not predicated on the use of the affected exit.</p> <p>NOTE 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. Relief is not permitted for an evacuation slide which is fed by two exits.</p>

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			3.	Number Required for Dispatch
52 DOORS -11-1 Main Entry Door / Slides (cont'd)			4.	Remarks or Exceptions
			<p>NOTE 2: The placard shall consist of the following (or approved equivalent):</p> <ul 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 25.561 or equivalent depending on certification basis). It must not obscure emergency exit window. <p>NOTE 3: Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.</p> <p>NOTE 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.</p>	

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			3.	Number Required for Dispatch
52 DOORS -11-1 Main Entry Door / Slides (cont'd)			4.	Remarks or Exceptions
			<p>NOTE 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.</p> <p>NOTE 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>NOTE 7: A flight attendant may be stationed at the inoperative exit during taxi, take-off and landing.</p> <p>NOTE 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 basis of certification.</p>	

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			3.	Number Required for Dispatch
52 DOORS -11-1 Main Entry Door / Slides (cont'd)			4.	Remarks or Exceptions
				<p>NOTE 9: Weight and balance manifest must be revised as necessary to ensure proper loading limits are observed.</p> <p>NOTE 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>NOTE 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 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

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				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 DOORS					
-11-1 Main Entry Door / Slides (cont'd)					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.
-23-1 Upper Deck Escape Door / Slide					
1) Passenger / Combi		B	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 52-11-1 are complied with.
		C	2	0	(M)(O) No change from FAA MMEL.
2) Freighter with Draw-Through Smoke Detection System		C	1	0	(M)(O) No change from FAA MMEL.
3) Freighter without Draw-Through Smoke Detection System		C	2	1	(M)(O) No change from FAA MMEL.
		C	2	0	(M)(O) No change from FAA MMEL.

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4. Remarks or Exceptions	
52 DOORS					
-32-1 Main Deck Side Cargo Door ***	C	1	-	(M)(O) No change from FAA MMEL. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on 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.	
-34-1 Main Lower Lobe Cargo Doors	C	2	-	(M)(O) No change from FAA MMEL. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on 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.	
-51-2 Boeing Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant)	A	1	0	(M)(O) No change from FAA MMEL.	
Sub-items 1) through 4)				No change from FAA MMEL.	
5) Pressure Rate-of-Change Sensing Module		1	1	Must be operative.	