



Transport  
Canada

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Canada

**TRANSPORT CANADA**

**MMEL SUPPLEMENT**

**TO**

**BOEING 757**

**MASTER MINIMUM EQUIPMENT LIST**

DocuSigned by:

*Jason Christopher Randall*

043E458EB4D44B5...

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

**November 05, 2021**  
**Revision: 12**

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| <b>Revision No.</b> | <b>Date</b>   | <b>Page Number</b>   | <b>Initials</b> |
|---------------------|---------------|--|-----------------|
| Original            | Apr. 19, 1989 | All  | N/A             |
| 01                  | Sep. 30, 1991 | All except Page 27-1   |                 |
| 02                  | Feb. 10, 1992 | i, L-1, L-2  |                 |
| 03                  | Oct. 09, 1992 | i, L-1, L-2 L-3, 21-6, 23-1, 25-1 30-1, 33-1 33-2  |                 |
| 04                  | Dec. 11, 1992 | i, L-1, L-2 L-3, 51-2  |                 |
| 05                  | Jun. 30, 1993 | I, II, III, 77-1, 77-2   |                 |
| 06                  | Nov. 16, 2000 | All  |                 |
| 07                  | Jul. 27, 2002 | I, II, III, IV, V, VI, VII, VIII, 21-1, 21-2, 21-3, 21-4, 21-5, 22-1, 23-1, 23-2, 23-3, 23-4, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, 26-8, 26-9, 26-10, 30-1, 31-1, 33-1, 33-2, 33-3, 33-4, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 38-1, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 52-8, 52-9, 52-10 |                 |
| 08                  | May 15, 2003  | I, II, III, IV, V, VI, VII, VIII, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 23-4, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, 30-1, 30-2, 32-1, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 38-1, 52-2, 52-3, 52-4, 52-7, 52-8   |                 |
| 09                  | Mar. 25, 2004 | I, II, III, IV, V, VI, 23-1, 23-2, 23-4, 25-4, 25-5, 27-1, 34-5, 34-7, 38-1, 52-1, 52-2, 52,3, 52,4, 52,5, 52-6, 52-7, 52-8  |                 |
| 10                  | Apr. 04, 2008 | I, II, III, IV, V, VI, VII, VII, 21-1, 21-2, 22-1, 23-1, 23-2, 23-4, 23-5, 23-6, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 26-1, 26-2, 27-1, 27-2, 30-2, 31-1, 33-1, 33-2, 33-3, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 35-1, 35-2, 35-3, 35-4, 35-5, 52-5, 52-7, 52-10, 77-1, 77-2                                      |                 |
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## **Reasons for Changes**

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|                 |   |
|-----------------|---|
| <b>General</b>  | Partial alignment with MMEL Guidance Book (GB) Revision 8.<br>Added relief for Class 3 Flight Crew Rest Facilities based on FAA PL 130. |
| <b>ATA 21</b>   | Deleted Note at the beginning of ATA 21 as per GB.  |
| <b>25-20-01</b> | Revised as per GB item 25-20-1. Removed relief for Passenger Convenience Items.   |
| <b>25-25-04</b> | New item as per FAA PL 130.   |
| <b>25-64-01</b> | Revised 25-64-01-03 as per GB item 25-60-4.   |
| <b>ATA 26</b>   | Deleted Note at the beginning of ATA 26 as per GB.  |
| <b>34-61-01</b> | Revised 34-61-01-01 as per GB item 34-50-1.   |
| <b>38-10-01</b> | Revised dispatch conditions of 38-10-01B to indicate "No change from FAA MMEL".   |

## **Introduction**

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This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Boeing 757 aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision 32, 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 14 CFR. Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.

This MMEL Supplement uses the standard four-column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155E). The same definitions and symbols as the FAA MMEL are also used. Items that have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada  
Chief, Flight Test - AARDC  
National Aircraft Certification

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|                                       |   |  | 3. Number Required for Dispatch |                             |
|                                       |   |  | 4. Remarks or Exceptions        |                             |
| 21                                    | AIR CONDITIONING  |  | NOTE: Deleted in Revision 12    |                             |
| 33-01                                 | CABIN RATE of Climb Indicator   |  | Removed. Refer to FAA MMEL.     |                             |
| 33-02                                 | CABIN DIFF Pressure Indicator   |  | Removed. Refer to FAA MMEL.     |                             |
| 33-03                                 | CABIN ALT Indicator   |  | Removed. Refer to FAA MMEL.     |                             |
| 58-07                                 | Forward Equipment Cooling Overboard Exhaust Valve (Passenger, -200CB, -200PF, and STCs ST01529SE, ST03562AT, ST01920LA, ST02278SE, and ST03952AT) |  | Removed. Refer to FAA MMEL.     |                             |



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|  |    |  | 3.               | Number Required for Dispatch  |
|  |    |  | 4.               | Remarks or Exceptions   |
| 22 AUTOFLIGHT                          |    |  |                  |   |
| 11-01 Control Wheel Disengage Switches |    |  |                  |   |
| 11-01A                                 | C  | 2                                      | 1                | One may be inoperative provided:<br>a) Autopilot is not used below 1,500 feet AGL,<br>b) Approach minimums do not require use of autopilot, and<br>c) Pilot flying as the operative disengage switch. |
| -11-01B                                | B  | 2                                      | 0                | No change from FAA MMEL.  |

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|                                       |   |  | 4. Remarks or Exceptions        |                             |
| 23                                    | COMMUNICATIONS  |  |                                 |                             |
| 11-01                                 | Communications Systems<br>(VHF, HF, UHF) (Including<br>STC ST00526WI-D)                     |  |                                 | Removed. Refer to FAA MMEL. |
| 23-26                                 | Automated Flight Information<br>Reporting System (AFIRS)<br>(With STC SA07-47<br>installed) |  |                                 | Moved to 23-25-02.          |
| 25-02<br>***                          | Automated Flight Information<br>Reporting System (AFIRS)<br>(STCs ST02388NY and<br>SA07-47) |  |                                 | No change from FAA MMEL.    |

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|   |   |    |    | 3.                  | Number Required for Dispatch   |                       |  |
|   |   |    |    |                     | 4.   | Remarks or Exceptions |  |
| 23 COMMUNICATIONS   |   |    |    |                     |  |                       |  |
| 31-01 Passenger Address System (PA)                                       |   |    |    |                     |  |                       |  |
| 31-01-01 Passenger Configuration  |   |    |    |                     |  |                       |  |
| 31-01-01A   | B | 1  | 0  | (O)                 | May be inoperative provided:<br>a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used,<br>b) Flight attendant alerting system (audio and visual) operates normally,<br>c) Flight deck / cabin interphone (two way) with associated calls (eg chimes) operates normally, and<br>d) Megaphone(s) is readily available and operative.<br>NOTE: No change from FAA MMEL. |                       |  |
| 31-01-01B   | C | 1  | 0  | (O)                 | No change from FAA MMEL.   |                       |  |
| 31-01-01-01 Lavatory Speakers   | C | -  | 0  | (O)                 | No change from FAA MMEL.   |                       |  |
| 31-01-01-02 Cabin Speakers  |   |    |    |                     | No change from FAA MMEL.   |                       |  |
| 31-01-02 All Cargo Configuration (Courier / Supernumerary Address System) |   |    |    |                     |  |                       |  |
| 31-01-02A   | C | 1  | 0  | (O)                 | No change from FAA MMEL.   |                       |  |
| 31-01-02B   | D | 1  | 0  |                     | May be inoperative provided all crew members are on the flight deck.   |                       |  |
| 31-01-02-01 Lavatory Speakers   |   |    |    |                     | No change from FAA MMEL.   |                       |  |
| 31-02 *** Pre-recorded Passenger Announcement System                      |   |    |    |                     | Removed. Refer to FAA MMEL.  |                       |  |

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|                                       |  |  |    | 4.                          | Remarks or Exceptions  |
| 23 COMMUNICATIONS                     |  |  |    |                             |  |
| 40-01 Crewmember Interphone Systems   |  |  |    |                             |  |
| 40-01-01 Passenger Configuration      |  |  |    |                             |  |
| 40-01-01-01                           | Flight Deck to Cabin, Cabin to Flight Deck Functions |  |    |                             | No change from FAA MMEL.   |
| 40-01-01-02                           | Cabin to Cabin Function                              |  |    |                             | No change from FAA MMEL.   |
| 40-01-01-03                           | Flight Deck to Ground Function                       |  |    |                             |  |
| 40-01-01-03A                          | C  | 2  | 0  | (O)                         | May be inoperative provided alternate procedures are established and used. |
| 40-01-01-03B                          | D  | 2  | 0  |                             | May be inoperative provided procedures do not require its use.             |
| 40-01-02 All Cargo Configuration      |  |  |    |                             |  |
| 40-01-02-01                           | Flight Deck to Cabin, Cabin to Flight Deck Functions |  |    |                             |  |
| 40-01-02-01A                          | C  | 1  | 0  | (O)                         | No change from FAA MMEL.   |
| 40-01-02-01B                          | D  | 1  | 0  |                             | May be inoperative provided all crew members are on the flight deck.       |
| 40-01-02-02                           | Cabin to Cabin Function                              | D  | 1  | 0                           | May be inoperative provided all crew members are on the flight deck.       |

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| 23 COMMUNICATIONS   |   |  |    |                             |  |
| 40-01 Crewmember Interphone Systems (cont'd)  |   |  |    |                             |  |
| 40-01-01 All Cargo Configuration (cont'd)   |   |  |    |                             |  |
| 40-01-02-03 Flight Deck to Ground Function  |   |  |    |                             |  |
| 40-01-02-03A  | C | 2  | 0  | (O)                         | May be inoperative provided alternate procedures are established and used. |
| 40-01-02-03B  | D | 2  | 0  |                             | May be inoperative provided procedures do not require its use.             |
| 40-01-03 Cargo / Passenger Combi Configurations (cargo compartment located between flight deck and passenger compartment) |   | 1  | 1  |                             | Must be operative.   |

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| 23 COMMUNICATIONS                      |    |  |  |  |
| 51-02 Audio Selector Panels            |    | -                                      | -  | Must be operative for each person on flight deck duty including any person occupying the forward observer seat in an official capacity.  |
| 51-02-01 Primary Observer Seat Panel   |    |  |  |  |
| 51-02-01A                              | B  | 1                                      | 0  | May be inoperative except when required by a person in an official capacity.   |
| 51-02-01B                              | D  | 1                                      | 0  | May be inoperative provided the seat is not required to be available in an official capacity for extended periods of time.   |
| 51-02-02 Secondary Observer Seat Panel | D  | 1                                      | 0  |  |
| 51-03 Flight Deck Speakers             | C  | 2                                      | 0  | May be inoperative provided:<br>a) Procedures are not depended on their use,<br>b) TSO headsets earphones/headphones (or equivalent) are installed and operate normally,<br>c) All aural alerts, messages, and other communication normally routed through the flight deck speakers are audible through the headsets, and<br>d) A spare TSO headset earphone/headphone (or equivalent) must be readily available for crew use. |

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| 25                        | EQUIPMENT / FURNISHINGS                                   |    |    |                     |                              |   |  |
| 00-01                     | Crewmember Shoulder Harness (Flight Deck)                 |    |    |                     |                              | Removed. Refer to FAA MMEL.   |  |
| 11-02                     | Observer Seat(s)  |    |    |                     |                              |   |  |
| 11-02-01                  | Primary Observer Seat (Including Associated Equipment)    |    |    |                     |                              |   |  |
| 11-02-01A                 |   | B  | -  | -                   | (M)                          | May be inoperative except when required by a person in an official capacity.  |  |
| 11-02-01B                 |   | D  | -  | -                   | (M)                          | May be inoperative provided the seat is not required to be occupied in an official capacity for extended periods of time. |  |
| 11-02-01C                 |   |    |    |                     |                              | Not applicable.   |  |
| 11-02-02                  | Additional Observer Seat (Including Associated Equipment) | D  | -  | 0                   |                              | May be inoperative provided procedures do not require its use.  |  |

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| 25 EQUIPMENT /<br>FURNISHINGS  |    |  |                  |  |
| 20-01 Non-Essential Equipment<br>and Furnishings (NEF)               |    | -                                      | 0                | May be inoperative, damaged, or missing<br>provided that the item(s) is deferred in<br>accordance with the NEF program<br>outlined in the operator's Maintenance<br>Control Manual (MCM) or Maintenance<br>Control System, as applicable. (M) and<br>(O) procedures, if required, must be<br>available to the flight crew and included in<br>the operator's appropriate document.<br><br>NOTE:<br>Exterior lavatory door ashtrays are not<br>considered NEF items. |
| 25-01 Flight Attendant Seat<br>Assembly (Single or Dual<br>Position) |    |  |                  |  |
| 25-01-01 Required Flight<br>Attendant Seats                          |    |  |                  |  |
| 25-01-01A  | B  | -                                      | -                | (M)(O) No change from FAA MMEL.  |
| 25-01-01B  |    |  |                  | Not applicable.  |
| 25-01-02 Excess Flight Attendant<br>Seat                             | C  | -                                      | -                | (M) No change from FAA MMEL.   |
| 25-01-03 All Cargo Configuration                                     | D  | -                                      | -                | No change from FAA MMEL.   |



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| 25                                    | EQUIPMENT /<br>FURNISHINGS  |  |                  |   |
| 25-02                                 | Passenger Seats   |  |                  |   |
| 25-02-01                              | Passenger Seats<br>(Includes all<br>Configurations and<br>Locations)                          | D  | -                | (M) No change from FAA MMEL.<br>NOTE 1: No change from FAA MMEL.<br>NOTE 2: No change from FAA MMEL.<br>NOTE 3: Not applicable. |
| 25-02-02                              | Positioning Controls for<br>Taxi, Takeoff, and<br>Landing (TTL)<br>(Mechanical or Electrical) |  |                  | No change from FAA MMEL.  |
| 25-02-03                              | Underseat Baggage<br>Restraining System   |  |                  | No change from FAA MMEL.  |
| 25-02-04                              | Armrests  |  |                  | No change from FAA MMEL.  |
| 25-02-05                              | Seat Belt / Air Bag<br>Restraint Systems  |  |                  | No change from FAA MMEL.  |
| 25-02-06                              | Mechanical Functions<br>(Tracking / Swivel,<br>Headrest / Footrest)<br>(STC ST04052CH)        |  |                  | No change from FAA MMEL.  |
| 25-02-07                              | Delethalization Pads  |  |                  | No change from FAA MMEL.  |

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|  |    |  |                        | 4.<br>Remarks or Exceptions   |
| 25 EQUIPMENT /<br>FURNISHINGS                                      |    |  |                        |   |
| 25-04 Flight Crew Rest<br>Facilities and Equipment<br>Class 3      |    |  |                        |   |
| 25-04A   | C  | -                                      | 0                      | May be inoperative provided the airplane<br>is not used for augmented flight crew<br>member operations. |
| 25-04B   | C  | -                                      | 0                      | May be inoperative provided operations<br>do not require their use.                                     |
| 38-01 Exterior Lavatory Door<br>Ashtrays                           |    |  |                        | Removed. Refer to FAA MMEL.   |
| 38-03 Lavatory NO SMOKING<br>Placards                              | B  | -                                      | -                      | May be missing provided the associated<br>lavatory smoke detection system is<br>operative.              |
| 50-01 Lower Cargo Compartment<br>Lining Panels and Floor<br>Panels |    |  |                        | Removed. Refer to FAA MMEL.   |

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| 25 EQUIPMENT /<br>FURNISHINGS                            |    |  |                        |  |
| 63-01 Megaphones   |    |  |                        |  |
| 63-01-01 Passenger Configuration                         |    |  |                        |  |
| 63-01-01A  | D  | -                                      | -                      | (M)(O) Any in excess of those required by regulations may be inoperative or missing provided:<br>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,<br>b) Required distribution is maintained, and<br>c) Procedures are established and used to alert crew members of inoperative or missing megaphones. |
| 63-01-01B  |    |  |                        | Not applicable.  |
| 63-01-02 All Cargo Configuration                         | D  | -                                      | 0                      | May be inoperative provided all crew members are on the flight deck.   |
| 63-04 Flight Attendant Flashlight /<br>Holder Assemblies |    |  |                        |  |
| 63-04A   | C  | -                                      | -                      | No change from FAA MMEL.   |
| 63-04B   |    |  |                        | Not applicable.  |

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| 25 EQUIPMENT /<br>FURNISHINGS                |    |    |  |                              |  |
| 63-10 Emergency Locator<br>Transmitter (ELT) |    |    |  |                              |  |
| 63-10-01 Survival Type ELTs<br>***           | D  | -  | -                                      |                              | No change from FAA MMEL.   |
| 63-10-02 Fixed ELTs<br>***                   |    |    |  |                              |  |
| 63-10-02A                                    | A  | -  | 0                                      | (M)                          | May be inoperative provided:<br>a) Placard is displayed in the flight deck<br>indicating the date the ELT has been<br>removed, and<br>b) Repair or replacement is made within<br>the time interval prescribed by<br>regulations. |
| 63-10-02B                                    |    |    |  |                              | Not applicable.  |
| 63-10-02C                                    | D  | -  | -                                      | (M)                          | No change from FAA MMEL.   |
| 63-10-02D                                    | D  | -  | -                                      |                              | No change from FAA MMEL.   |
| 63-10-03 Remote ELT Switch                   | D  | -  | 0                                      | (M)                          | No change from FAA MMEL.   |
| 63-10-04 ELT Indicator Light                 | D  | -  | 0                                      |                              |  |
| 63-10-05 ELT Aural Alarm                     | D  | -  | 0                                      |                              |  |

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| 25 EQUIPMENT /<br>FURNISHINGS                               |   |  |    |                  |  |
| 64-01 Emergency Medical<br>Equipment                        |   |  |    |                  |  |
| 64-01-01 First Aid Kit (FAK) and/or<br>Associated Equipment |   |  |    |                  |  |
| 64-01-01A   | D | -                                      | -  | (O)              | Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided:<br>a) Required distribution is maintained, and<br>b) Procedures are established to alert crew members of missing or incomplete kits.   |
| 64-01-01B   |   |  |    |                  | Not applicable.  |
| 64-01-01-01 First Aid Kit Seal                              | A | -                                      | -  | (O)              | The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided:<br>a) The first aid kit is fully equipped or the kit has a maximum of one missing item,<br>b) The kit includes a list of its contents,<br>c) An inventory is taken on the content of the kit prior to departure, and<br>d) Procedures are established to alert crew members of:<br>1) The missing or broken seal, and<br>2) The need to perform an inventory under proviso c). |

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| 25                                    | EQUIPMENT /<br>FURNISHINGS                                    |    |  |                              |   |
| 64-01                                 | Emergency Medical<br>Equipment (cont'd)                       |    |  |                              |   |
| 64-01-02                              | Emergency Medical Kit<br>(EMK) and/or Associated<br>Equipment |    |  |                              |   |
| 64-01-02A                             |   | A  | -  | 0                            | (O) No change from FAA MMEL.  |
| 64-01-02B                             |   | 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.   |
| 64-01-02-01                           | Emergency Medical<br>Kit Seal                                 | B  | -  | -                            | (O) The seal affixed on the exterior of the emergency medical kit may be missing or broken provided:<br>a) The emergency medical kit is fully equipped,<br>b) The kit includes a list of its contents,<br>c) An inventory is taken on the content of the kit prior to departure, and<br>d) Procedures are established and used to alert crew members of:<br>1) The missing or broken seal, and<br>2) The need to perform an inventory under proviso c). |

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|                                       |  |  |    | 4.                          | Remarks or Exceptions  |
| 25                                    | EQUIPMENT /<br>FURNISHINGS   |  |    |                             |  |
| 64-01                                 | Emergency Medical<br>Equipment (cont'd)                                      |  |    |                             |  |
| 64-01-03                              | Automated External<br>Defibrillators (AED)<br>and/or Associated<br>Equipment | D  | -  | 0                           | (O) May be incomplete, missing or inoperative<br>provided procedures are established and<br>used to alert crew members of<br>incomplete, missing or inoperative units. |
| 65-01                                 | Lavatory NO SMOKING<br>Placards  |  |    |                             | Removed. Refer to 25-38-03.  |

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|                                 |                                  |  | 4.               | Remarks or Exceptions  |
| 26                              | FIRE PROTECTION                  |  |                  | NOTE: Deleted in Revision 12   |
| 15-01                           | APU Fire Detection System        |  |                  | Removed. Refer to FAA MMEL.  |
| 17-01                           | Wheel Well Fire Detection System |  |                  |  |
| 17-01A                          |                                  |  |                  | Not applicable.  |
| 17-01B                          | B                                | 1                                      | 0                | (M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Brakes are inspected prior to each flight and are cool to the touch,</li> <li>b) Landing gear is left extended for a minimum of ten minutes after takeoff,</li> <li>c) Appropriate performance adjustments are applied, and</li> <li>d) Takeoff is not conducted in icing conditions.</li> </ul> NOTE: In case of engine failure after V1, performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem. |



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|                                       |    |  | 4.               | Remarks or Exceptions  |
| 26 FIRE PROTECTION                    |    |  |                  |  |
| 26-01 Portable Fire Extinguishers     | D  | -  | -                | (M)(O) Any in excess of those required by regulations may be inoperative or missing provided:<br>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, and<br>b) 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, and<br>c) Procedures are established and used to alert crew members of missing portable fire extinguishers. |

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| 26 FIRE PROTECTION                                 |    |  |                  |  |
| 26-02 Lavatory Fire Extinguishing Systems          |    |  |                  |  |
| 26-02-01 Passenger Configuration and STC ST03952AT |    |  |                  |  |
| 26-02-01A  | C  | -  | 0                | No change from FAA MMEL.   |
| 26-02-01B  | C  | -  | -                | (M)(O) No change from FAA MMEL.  |
| 26-02-01C  | D  | -  | 0                | No change from FAA MMEL.   |
| 26-02-02 All Cargo Configuration                   | 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.<br>Remarks or Exceptions   |
| 26 FIRE PROTECTION   |    |  |                        |   |
| 26-03 Lavatory Smoke Detection System  |    |  |                        |   |
| 26-03-01 Passenger Configuration and STC ST03952AT                               |    |  |                        |   |
| 26-03-01A  | C  | -                                      | -                      | (M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided:<br>a) Lavatory waste receptacle is empty,<br>b) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER",<br>c) Lavatory is used only by crew members, and<br>d) In-flight service waste bags are not stored in the lavatory.<br>NOTE: No change from FAA MMEL. |
| 26-03-01B  | D  | -                                      | 0                      | No change from FAA MMEL.  |
| 26-03-02 All Cargo Configuration   | C  | -                                      | 0                      | (O) For each lavatory, the lavatory smoke detection system may be inoperative provided:<br>a) Crew members have been briefed as to which lavatory smoke detection system(s) is inoperative, and<br>b) In-flight service waste bags are not stored in the lavatory.  |
| 26-03-03 *** Passenger Configuration Lavatory Call Light Smoke Detected Function | C  | -                                      | 0                      | No change from FAA MMEL.  |

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| 27 FLIGHT CONTROLS              |   |    |  |                     |  |
| 08-01                           | Control Surface Position<br>Indicating System | C  | 1                                      | 0                   | (M)(O) May be inoperative provided:<br>a) The affected control surface(s) is<br>visually checked for full, free, and<br>correct movement before each flight,<br>and<br>b) The affected indicator is clearly<br>identified as inoperative or covered.                       |
| 11-01                           | Aileron Trim System                           | C  | 1                                      | 0                   | (M) No change from FAA MMEL.   |
| 11-01-01                        | Aileron Trim Indicator                        | C  | 1                                      | 0                   | (O) May be inoperative provided:<br>a) Aileron trim is visually checked for full,<br>free, and correct movement before<br>each flight, and<br>b) Confirmed neutral.<br>NOTE: The (O) procedure is required to detail<br>the means of complying with provisos<br>a) and b). |
| 21-03                           | Rudder Trim Indication<br>System              |    |  |                     | Removed. Refer to FAA MMEL.  |

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|                                 |                                      |    |  | 4.                           | Remarks or Exceptions  |
| 27                              | FLIGHT CONTROLS                      |    |  |                              |  |
| 21-04                           | Rudder Pedal Adjustment              | C  | 2                                      | 0                            | (M) May be inoperative provided:<br>a) Rudder pedals can be secured in a position which meets individual pilot requirements, and<br>b) Full and unrestricted movement of the rudder and brake pedal deflection is possible at both pilot stations. |
| 41-01                           | Control Wheel Trim Switch Systems    |    |  |                              | Removed. Refer to FAA MMEL.  |
| 62-02                           | Speedbrake Caution Indication System |    | 1                                      | 1                            | System must be operative.  |

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| 30 ICE AND RAIN PROTECTION  |    |    |                     |                              |   |
| 31-01 Pitot Probe Heater Systems  | B  | 4  | 3                   |                              | Except for ER operations beyond 120 minutes and where enroute operations require its use, one probe heater may be inoperative provided:<br>a) Flight is conducted in day VMC,<br>b) Flight is not conducted in visible moisture, and<br>c) Flight is not conducted in known or forecast icing conditions. |
| 31-01-01 Captain's and First Officer's Primary Probe Heaters (ADIRS Equipped Airplanes) | C  | 2  | 1                   |                              | (M)(O) No change from FAA MMEL.   |
| 31-05 CAPT PITOT and F/O PITOT Heat Indicating Systems (Heater OFF Monitor)             |    |    |                     |                              | Removed. Refer to FAA MMEL.   |
| 41-03 Window / Probe Heat Ground Test System  | C  | 1  | 0                   |                              | (M)(O) Flight or maintenance crew must physically verify Window / Probe Heat operates normally before each flight.  |
| 80-01 Ice Detection System  |    |    |                     |                              |   |
| 80-01-01 Advisory<br>***  |    |    |                     |                              |   |
| 80-01-02 Primary<br>***   |    |    |                     |                              | (O) May be inoperative provided flight is not conducted in known or forecast icing conditions.  |

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| 31 INDICATING / RECORDING SYSTEMS   |    |    |                     |                              |  |
| 25-01 Clocks  | C  | 2  | 0                   |                              | Aircraft clocks may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.                                   |
| 31-01 Flight Data Recorder (FDR) System (Includes Digital Flight Data Acquisition Unit (DFDAU) and FDR function of Combined Voice and Flight Data Recorder (CVFDR)) (Including STCs ST00961AT, ST02238LA and ST02959CH) |    |    |                     |                              |  |
| 31-01A  | C  | -  | -                   |                              | No change from FAA MMEL.   |
| 31-01B  | A  | -  | 0                   |                              | May be inoperative provided:<br>a) Cockpit Voice Recorder operates normally, and<br>b) Repairs are made within three flight days.  |
| 31-01-01 DFDR Recording Parameters Required by Regulations  | A  | -  | -                   |                              | Up to three digital recording parameters may be inoperative provided:<br>a) Cockpit Voice Recorder is operative, and<br>b) Repairs are made within twenty calendar days. |
| 31-01-02 DFDR Recording Parameters Not Required by Regulations  | A  | -  | -                   |                              | May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.  |
| 31-01-03 Quick Access Recorder (QAR)<br>***   | D  | 1  | 0                   |                              |  |

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| 32 LANDING GEAR                       |    |    |  |   |                             |
| 42-01 Antiskid System                 | B  | 1  | 0  | (M)(O) May be inoperative provided:<br>a) Crew members are the only occupants of the aircraft, and<br>b) AFM performance penalties are applied. |                             |
| 42-01-01 Channels                     | C  | 8  | 7  | (M)(O) No change from FAA MMEL.   |                             |



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| 33                              | LIGHTS  |    |  |                              |   |
| 11-01                           | Flight Compartment and Instrument Lighting System                 | C  | -                                      | -                            | No change from FAA MMEL.  |
|                                 |   | D  | -                                      | 0                            | May be inoperative for day operations.  |
| 24-01                           | Passenger Lighted Information Signs                               |    |  |                              |   |
| 24-01A                          |   | C  | -                                      | -                            | (M) No change from FAA MMEL.  |
| 24-01B                          |   | C  | -                                      | -                            | (O) The affect seats or lavatories may be occupied provided:<br>a) The crew call/cabin interphone system including associated chimes and PA system are operative, and<br>b) Procedures are established and used to alert flight attendants and notify passengers when seat belts should be fastened, return to seat is requested, and smoking prohibited. |
| 24-01C                          |   |    |  |                              | Not applicable.   |
| 24-01-01                        | All Cargo, Supernumerary / Courier Area Lighted Information Signs | D  | -                                      | 0                            | May be inoperative provided all crew members are on the flight deck.  |
| 24-01-02                        | Aural Tone System   | C  | 1                                      | 0                            | (O) May be inoperative provided alternate procedures are established and used.  |
| 24-01-03                        | Flight Deck Automatic Function                                    | C  | -                                      | 0                            | (O) No change from FAA MMEL.  |
| 41-01                           | Wing Illumination Lights  |    |  |                              | Removed. Refer to FAA MMEL.   |
| 42-01                           | Landing Lights  |    |  |                              | Removed. Refer to FAA MMEL.   |

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| 33 LIGHTS  |    |  |                                 |  |
| 51-02 Exterior Emergency Lighting System (Battery Powered) |    |  | Removed. Refer to FAA MMEL.     |  |
| 51-03 Emergency Escape Path Marking System                 |    |  |                                 |  |
| 51-03-01 Non-Photoluminescent Lighting System              | C  | -                                      | -                               | Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting levels specified in certification documents.                          |
| 51-03-02 Photoluminescent Lighting System                  | C  | -                                      | -                               | Specified sections of the photoluminescent tape may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents. |

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| 34 NAVIGATION                   |    |    |  |                              |   |
| 13-04 Vertical Speed Indicator  |    |    |  |                              | Removed.  |
| 16-01 Altitude Alerting System  | A  | 1  | 0                                      | (O)                          | May be inoperative provided:<br>a) Autopilot with altitude hold, and altitude capture operates normally,<br>b) Enroute operations do not require its use, and<br>c) Repairs are made within three flight days.  |
| 16-01-01 Aural Alert            | C  | 1  | 0                                      |                              | No change from FAA MMEL.  |
| 16-01-02 Visual Alert           | C  | 1  | 0                                      |                              | No change from FAA MMEL.  |
| 22-04 Flight Director Systems   | C  | 3  | 0                                      | (O)                          | Except where enroute operations require their use, may be inoperative provided:<br>a) Approach and go-around procedures are not dependent on their use,<br>b) Autopilot(s) is considered inoperative,<br>c) Windshear escape guidance is considered inoperative, and<br>d) If installed, takeoff and go-around switches are considered inoperative. |
| 22-04-01 Displays               | C  | 2  | 0                                      |                              | No change from FAA MMEL.  |

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|                           |                                  |    |    |                     | 4.                           | Remarks or Exceptions  |  |
| 34                        | NAVIGATION                       |    |    |                     |                              |  |  |
| 23-01                     | Magnetic Compass (Standby)       |    |    |                     |                              |  |  |
| 23-01A                    |                                  | B  | 1  | 0                   |                              | No change from FAA MMEL.   |  |
| 23-01B                    |                                  | B  | 1  | 0                   | (O)                          | May be inoperative provided:<br>a) Any combination of two gyro or INS (IRS) stabilized compass, systems operate normally, and<br>b) Aircraft is operate 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. |  |
| 23-01C                    |                                  | C  | 1  | 0                   | (O)                          | No change from FAA MMEL.   |  |
| 24-01                     | Standby Attitude / ILS Indicator |    |    |                     |                              |  |  |
| 24-01-01                  | Attitude Display                 | B  | 1  | 0                   |                              | May be inoperative for day VMC provided the standby attitude indication is clearly identified to the flight crew as inoperative.   |  |
| 24-01-02                  | Approach Mode                    | C  | 1  | 0                   |                              |  |  |

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| 34 NAVIGATION   |    |    |  |                              |  |
| 24-02 Integrated Standby Flight<br>*** Display (ISFD) System            |    |    |  |                              |  |
| 24-02-01 Attitude Display   | B  | 1  | 0                                      |                              | May be inoperative for day VMC provided the standby attitude indication is clearly identified to the flight crew as inoperative. |
| 24-02-02 Approach Mode  | C  | 1  | 0                                      |                              |  |
| 24-02-03 Heading Display  | C  | 1  | 0                                      |                              |  |
| 24-02-04 Metric Altimeter Display                                       |    |    |  |                              |  |
| 24-02-04A   | C  | 1  | 0                                      | (O)                          | No change from FAA MMEL.   |
| 24-02-04B   | D  | 1  | 0                                      |                              | No change from FAA MMEL.   |
| 24-02-05 Dedicated Battery /<br>Charger System                          | C  | 1  | 0                                      |                              | No change from FAA MMEL.   |
| 24-03 Electronic Standby<br>Instrument System (ESIS)<br>(STC ST02372CH) |    |    |  |                              |  |
| 24-03-01 Attitude Display   | B  | 1  | 0                                      |                              | May be inoperative for day VMC provided the standby attitude indication is clearly identified to the flight crew as inoperative. |
| 24-03-02 Approach Mode<br>***   | C  | 1  | 0                                      |                              |  |
| 24-03-03 Heading Display  | C  | 1  | 0                                      |                              |  |

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| 34                              | NAVIGATION   |    |  |                              |  |
| 24-04                           | Integrated Standby Unit<br>(ISU)<br>(STC ST00354BO)<br>(-200, -300 Series) |    |  |                              |  |
| 24-24-01                        | Attitude Display   | B  | 1                                      | 0                            | May be inoperative for day VMC provided the standby attitude indication is clearly identified to the flight crew as inoperative. |
| 24-04-02                        | Approach Mode  | C  | 1                                      | 0                            |  |
| 24-04-03                        | Heading Display  | C  | 1                                      | 0                            |  |
| 31-01                           | ILS System<br>(Including STC ST04436AT)                                    |    |  |                              | Removed. Refer to FAA MMEL.  |
| 32-01                           | Marker Beacon System   |    |  |                              | Removed. Refer to FAA MMEL.  |

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|  |   |    |    |  | 4.   | Remarks or Exceptions |  |
| 34 NAVIGATION                                |   |    |    |  |  |                       |  |
| 33-01 Radio Altimeter (RA)<br>Systems (EADI) |   |    |    |  |  |                       |  |
| 33-01-01 Single Source Datalink to<br>GPWS   |   |    |    |  |  |                       |  |
| 33-01-01-01 Left RA                          | A | 1  | 0  | (O)                                    | May be inoperative provided:<br>a) Approach minimums or operating<br>procedure do not require its use, and<br>b) Repairs are made within three flight<br>days. |                       |  |
| 33-01-01-02 Center / Right RA                | C | 2  | 0  | (O)                                    | No change from FAA MMEL.   |                       |  |
| 33-01-02 Multi-source Datalink to<br>GPWS    |   |    |    |  |  |                       |  |
| 33-01-02A                                    | C | 3  | 1  | (O)                                    | No change from FAA MMEL.   |                       |  |
| 33-01-02B                                    | A | 3  | 0  | (O)                                    | May be inoperative provided:<br>a) Approach minimums or operating<br>procedure do not require its use, and<br>b) Repairs are made within three flight<br>days. |                       |  |

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|                                 |  |    |    |                     | 4.                           | Remarks or Exceptions  |  |
| 34                              | NAVIGATION   |    |    |                     |                              |  |  |
| 46-01                           | Ground Proximity Warning System (GPWS)<br>(Including STCs ST00381SE and ST03909AT) | A  | 1  | 0                   | (O)                          | May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within three flight days. |  |
| 46-01-01                        | Modes 1 thru 4   | A  | 4  | 0                   | (O)                          | May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within three flight days. |  |
| 46-01-02                        | Test Mode  | A  | 1  | 0                   | (O)                          | May be inoperative provided:<br>a) GPWS is considered inoperative, and<br>b) Repairs are made within three flight days.                |  |
| 46-01-03                        | Glideslope Deviation (Mode 5)  |    |    |                     |                              |  |  |
| 46-01-03A                       |  | C  | -  | 1                   |                              |  |  |
| 46-01-03B                       |  | B  | -  | 0                   |                              |  |  |
| 46-01-04                        | Advisory Callouts (Mode 6)   |    |    |                     |                              |  |  |
| 46-01-04A                       |  | B  | -  | 0                   | (O)                          | No change from FAA MMEL.   |  |
| 46-01-04B                       |  | C  | -  | 0                   | (O)                          | No change from FAA MMEL.   |  |
| 46-01-05                        | Windshear Alert Mode (Reactive) (Mode 7)   |    |    |                     |                              |  |  |
| ***                             |  |    |    |                     |                              |  |  |
| 46-01-05A                       |  | B  | 1  | 0                   | (O)                          | No change from FAA MMEL.   |  |
| 46-01-05B                       |  | C  | 1  | 0                   | (O)                          | No change from FAA MMEL.   |  |



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|                                 |   |    |    | 3.                  | Number Required for Dispatch |                             |  |
|                                 |   |    |    |                     | 4.                           | Remarks or Exceptions       |  |
| 34                              | NAVIGATION  |    |    |                     |                              |                             |  |
| 46-01                           | Ground Proximity Warning System (GPWS)<br>(Including STCs ST00381SE and ST03909AT) (cont'd) |    |    |                     |                              |                             |  |
| 46-01-06 ***                    | Terrain Awareness Function  | B  | 1  | 0                   | (O)                          | No change from FAA MMEL.    |  |
| 46-01-07                        | Terrain Displays  |    |    |                     |                              |                             |  |
| 46-01-07A                       |   | C  | -  | 1                   |                              |                             |  |
| 46-01-07B                       |   | B  | -  | 0                   |                              |                             |  |
| 46-01-08 ***                    | Runway Awareness & Advisory System (RAAS)   | C  | 1  | 0                   |                              |                             |  |
| 51-01                           | VOR Navigation Systems  |    |    |                     |                              | Removed. Refer to FAA MMEL. |  |
| 52-01                           | ATC Mode S Transponder System   |    |    |                     |                              | Removed.                    |  |
| 53-01                           | ATC Transponders and Automatic Altitude Reporting Systems                                   |    |    |                     |                              | Removed. Refer to FAA MMEL. |  |
| 57-01                           | Radio Compass (ADF) Systems   |    |    |                     |                              | Removed. Refer to FAA MMEL. |  |

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| 34 NAVIGATION   |    |  |                     |  |
| 60-03 Global Positioning Systems<br>*** (GPS)<br>(Including STC ST04436AT)              |    |  |                     | Removed. Refer to FAA MMEL.  |
| 61-01 Flight Management<br>Computer Systems (FMCS)<br>(Including CDU / HMCDU /<br>MCDU) |    |  |                     |  |
| 61-01A to 61-01C  |    |  |                     | No change from FAA MMEL.   |
| 61-01-01 Navigation Databases   |    |  |                     |  |
| 61-01-01A   | C  | -                                      | 0                   | (O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided:<br>a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used,<br>b) Navigation database information is disregarded, and<br>c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified. |

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|                                 |  |    |    | 3.                  | Number Required for Dispatch |   |  |
|                                 |  |    |    |                     | 4.                           | Remarks or Exceptions   |  |
| 34                              | NAVIGATION   |    |    |                     |                              |   |  |
| 61-01                           | Flight Management<br>Computer Systems (FMCS)<br>(Including CDU / HMCDU /<br>MCDU) (cont'd) |    |    |                     |                              |   |  |
| 61-01-01                        | Navigation Databases<br>(cont'd)   |    |    |                     |                              |   |  |
| 61-01-01B                       |  | C  | -  | 1                   | (O)                          | Any in excess of one may be inoperative provided:<br>a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP,<br>b) The operative database is available and used by the flight crew member(s) responsible for navigation, and<br>c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified. |  |

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|                                 |  |    |    | 3.                  | Number Required for Dispatch |   |  |
|                                 |  |    |    |                     | 4.                           | Remarks or Exceptions   |  |
| 34                              | NAVIGATION   |    |    |                     |                              |   |  |
| 61-01                           | Flight Management<br>Computer Systems (FMCS)<br>(Including CDU / HMCDU /<br>MCDU) (cont'd) |    |    |                     |                              |   |  |
| 61-01-01                        | Navigation Databases<br>(cont'd)   |    |    |                     |                              |   |  |
| 61-01-01C                       |  | A  | -  | 0                   | (O)                          | One or more may be out of date for a maximum of 10 calendar days provided:<br>a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non- RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle,<br>b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and<br>c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified. |  |
| 61-01-02                        | FMC Annunciator Light  | C  | 1  | 0                   | (M)                          | No change from FAA MMEL.  |  |

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|   |    |  | 4. Remarks or Exceptions        |                              |
| 34 NAVIGATION   |    |  |                                 |                              |
| 61-02 Traffic Alert Collision<br>Avoidance System (TCAS II) |    |  | Moved to 34-45-01.              |                              |

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| 35 OXYGEN   |    |  |                  |  |
| 11-02 Crew Oxygen System                            |    |  |                  | Removed. Refer to FAA MMEL.  |
| 20-01 Portable Protective Breathing Equipment (PBE) | D  | -  | -                | (M)(O) Any in excess of those required by regulations may be inoperative or missing provided:<br>a) Required distribution of operative units is maintained throughout the aircraft,<br>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<br>c) Procedures are established and used to alert crew members of inoperative or missing equipment. |

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| 35 OXYGEN   |   |    |    |                     |  |                       |  |
| 21-01 Passenger Oxygen System (Chemical or Gaseous) |   |    |    |                     |  |                       |  |
| 21-01A  | B | 1  | 0  | (O)                 | May be inoperative provided:<br>a) Minimum enroute altitude does not exceed 13,000 ft above MSL,<br>b) Both air conditioning packs operate normally,<br>c) Pressurization system operates normally,<br>d) Flight remains at or below FL 250,<br>e) Portable oxygen units are provided for all crew members and 10% of the passengers for half an hour (supplemental oxygen), and<br>f) Passengers are appropriately briefed. |                       |  |
| 21-01B  | B | 1  | 0  |                     | No change from FAA MMEL.   |                       |  |
| 21-01-01 Passenger Service Units (PSUs)             | D | -  | -  | (M)(O)              | May be inoperative with no flight altitude restriction provided:<br>a) Affected seat or bank of seats is placarded INOPERATIVE to prevent occupancy,<br>b) No more than two consecutive banks of seats and their adjacent banks of seats have missing or inoperative PSUs, and<br>c) Units at assigned flight attendant locations operate normally.  |                       |  |

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| 35 OXYGEN  |                                   |  |    |                  |  |
| 21-01 Passenger Oxygen System<br>(Chemical or Gaseous)<br>(cont'd) |                                   |  |    |                  |  |
| 21-01-02   | Automatic Presentation System     | B                                      | 1  | 0                | (M) No change from FAA MMEL.   |
| 21-01-03   | Passenger Oxygen System (Gaseous) |  |    |                  | No change from FAA MMEL.   |
| 21-01-07   | Lavatory Oxygen                   |  |    |                  |  |
| 21-01-07A  |                                   | C                                      | -  | -                | (M)(O) May be inoperative provided:<br>a) Lavatory is not used for any purpose, and<br>b) Lavatory door is locked and placarded "INOPERATIVE – DO NOT ENTER".  |
| 21-01-07B  |                                   | C                                      | -  | -                | (O) May be inoperative provided aircraft is not operated above FL 250.   |
| 21-01-08   | All Cargo Operations              |  |    |                  |  |
| 21-01-08A  |                                   | D                                      | 1  | 0                | May be inoperative provided:<br>a) Portable oxygen bottles are available to all crew members required to be off the flight deck, and<br>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. |
| 21-01-08B  |                                   | D                                      | 1  | 0                | May be inoperative provided all crew members are on the flight deck.   |



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| 35 OXYGEN  |    |  |                  |  |
| 31-01 Portable Oxygen Dispensing Units (Bottle and Mask) | D  | -  | -                | (M)(O) Any in excess of those required by regulations may be inoperative or missing provided:<br>a) Required distribution of operative units is maintained throughout the aircraft,<br>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<br>c) Procedures are established and used to alert crew members of inoperative or missing equipment. |

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| 38 WATER / WASTE   |    |  |                  |  |
| 10-01 Potable Water Systems<br>***   |    |  |                  |  |
| 10-01A   | C  | -  | -                | (M) No change from FAA MMEL.   |
| 10-01B   | C  | -  | -                | (M)(O) No change from FAA MMEL<br>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.<br>NOTE 2: Aviation Occupational Health & Safety (AOHS) requirements should be addressed. |
| 30-01 Lavatory Waste Systems<br>(Including Wheelchair Accessible Lavatories) |    |  |                  |  |
| 30-01A   | C  | -  | -                | (M) No change from FAA MMEL.   |
| 30-01B   | C  | -  | -                | (M) No change from FAA MMEL.<br>NOTE 1: These provisos are not intended to prohibit inspections by crewmembers.<br>NOTE 2: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.   |

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|                                 |  |    |  | 4.                           | Remarks or Exceptions        |
| 52                              | DOORS  |    |  |                              |                              |
| 10-01                           | Cabin Door / Emergency Exit / Escape Slide                                     |    |  |                              | Removed.                     |
| 10-02                           | Cabin Door / Emergency Exits and Escape Slides (Passenger Carrying Operations) |    |  |                              | Removed.                     |
| 10-03                           | Narrow Body All Cargo Aircraft Slide Relief                                    |    |  |                              | Removed.                     |
| 11-01                           | Main Cabin Exits / Slides  |    |  |                              |                              |
| 11-01-01                        | All Cargo Configuration  |    |  |                              |                              |
| 11-01-01-01                     | All Doors Except L1/R1   | C  | -                                      | 0                            | No change from FAA MMEL.     |
| 11-01-01-02                     | Doors L1/R1  |    |  |                              |                              |
| 11-01-01-02A                    |  | B  | 2                                      | 1                            | No change from FAA MMEL.     |
| 11-01-01-02B                    |  | B  | -                                      | 0                            | (O) No change from FAA MMEL. |

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

|   |                      |    |  |                  |   |
|---|----------------------|----|--|------------------|---|
| <b>Aircraft:</b><br><b>BOEING 757</b>       |                      |    | <b>Revision No. 11</b><br><b>Date: Jul. 10, 2020</b> |                  | <b>Page:</b><br><b>52-2</b>   |
| System &<br>Sequence<br>Numbers             |                      | 1. | 2.   | Number Installed |   |
|   |                      |    |  | 3.               | Number Required for Dispatch  |
|   |                      |    |  | 4.               | Remarks or Exceptions   |
| 52 DOORS                                    |                      |    |  |                  |   |
| 11-01 Main Cabin Exits / Slides<br>(cont'd) |                      |    |  |                  |   |
| 11-01-02                                    | Passenger and -200CB | A  | -  | 1                | (M)(O) One emergency exit / slide may be inoperative for three flight days provided:<br>a) Only the aircraft crew are carried,<br>b) Affected emergency exit is verified closed, latched, and locked prior to each flight,<br>c) Aircraft crew are advised of the nature (emergency exit and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected exit, though opposite exit may be used,<br>d) A conspicuous sign or placard indicating that the exit is inoperative is attached to the exit, and<br>e) Emergency exit signs and lights associated only with the inoperative exit are obscured (NOTE 3).<br>NOTE 1: For the purpose of this item, "aircraft crew" includes operating crew members including the flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members.<br>NOTE 2: The operator's MEL must state the maximum number of aircraft crew permitted.<br>NOTE 3: Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured. |

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| Aircraft:<br>BOEING 757   |    | Revision No. 11<br>Date: Jul. 10, 2020 |                  | Page:<br>52-3                   |
|---|----|--|------------------|---------------------------------|
| System &<br>Sequence<br>Numbers   | 1. | 2.                                     | Number Installed | 3. Number Required for Dispatch |
|   |    |  |                  | 4. Remarks or Exceptions        |
| 52 DOORS  |    |  |                  |                                 |
| 11-05 Door Pressure Stop Fittings   |    |  |                  |                                 |
| 11-05-01 Number 2 and Number 4<br>(Left and Right)<br>Passenger Doors / Lower<br>Cargo Doors  | C  | -                                      | -                | (M)(O) No change from FAA MMEL. |
| 11-05-02 Number 2 and Number 4<br>(Left and Right)<br>Passenger Doors   |    |  |                  | Not applicable.                 |
| 51-08 Boeing / C&D Aerospace<br>*** Enhanced Flight Deck<br>Security Door Pressure<br>Relief Panels (14 CFR 25,<br>25.795 Compliant) (Including<br>STC ST01334LA) |    | 2                                      | 2                | Must be operative.              |

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|                                       |    |    |  |                              |  |
|---------------------------------------|----|----|--|------------------------------|--|
| <b>Aircraft:</b><br><b>BOEING 757</b> |    |    | <b>Revision No. 11</b><br><b>Date: Jul. 10, 2020</b> |                              | <b>Page:</b><br><b>77-1</b>  |
| System &<br>Sequence<br>Numbers       | 1. | 2. | Number Installed                                     |                              |  |
|                                       |    |    | 3.   | Number Required for Dispatch |  |
|                                       |    |    |  | 4.                           | Remarks or Exceptions  |
| 77 ENGINE INDICATING                  |    |    |  |                              |  |
| 31-01 Vibration Indicating Systems    |    |    |  |                              |  |
| 31-01-01 RB211                        |    |    |  |                              |  |
| 31-01-01A                             | C  | 2  | 0  | (M)(O)                       | Except for ETOPS, one or both may be inoperative provided:<br>a) Airplane is not operated in known or forecast icing conditions,<br>b) For -535C engine, both master and internal gearbox magnetic chip detectors are inspected before each takeoff, and<br>c) An approved maintenance reliability program (which includes engine vibration monitoring) is in place. |
| 31-01-01B                             | A  | 2  | 0  | (M)(O)                       | One or both may be inoperative for one flight provided:<br>a) Airplane is not operated in known or forecast icing conditions,<br>b) For -535C engine, both master and internal gearbox magnetic chip detectors are inspected before each takeoff, and<br>c) An approved maintenance reliability program (which includes engine vibration monitoring) is in place.    |
| 31-01-01-01 Tracking Filter           | C  | 2  | 0  |                              | No change from FAA MMEL.   |
| 31-01-02 PW                           | C  | 2  | 0  |                              | Except for ETOPS, one or both may be inoperative provided an approved maintenance reliability program (which includes engine vibration monitoring) is in place.  |
|                                       | A  | 2  | 0  |                              | One or both may be inoperative for one flight day provided an approved maintenance reliability program (which includes engine vibration monitoring) is in place.   |