



Transport
Canada

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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

BOEING 767

MASTER MINIMUM EQUIPMENT LIST

DocuSigned by:

2BE2FBE348AE416...

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A/ Chief Flight Test

Chief, Flight Test
National Aircraft Certification
for Minister of Transport

January 17, 2024

Revision: 21

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	34-8	Revision 20	Nov. 26, 2021
	34-9	Revision 20	Nov. 26, 2021
	34-10	Revision 20	Nov. 26, 2021
	35-1	Revision 19	Nov. 09, 2018
	35-2	Revision 16	Apr. 20, 2015
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	35-4	Revision 16	Apr. 20, 2015

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Original	Apr. 20, 1990	All	
01	Dec. 18, 1990	I, L-1, L-2, L-3, L-4, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 23-1, 26-1, 26-2, 30-1, 31-1, 33-3	
02	Jan. 31, 1992	I, L-1, L-2, L-3, 23-1, 25-1, 25-2, 25-3, 25-4, 31-1, 33-1, 33-2, 34-1, 52-1, 78-1	
03	Jun. 23, 1992	I, L-1, L-2, L-3, 23-1, 25-1, 25-2, 26-3, 26-4, 28-1, 33-1, 33-2, 34-1, 52-1	
04	Jun. 30, 1993	I, L-1, L-2, L-3, 77-1	
05	Aug. 04, 1994	All	
06	Jun. 14, 1996	I, L-1, L-2, L-3, 73-1	
07	Jan. 04, 2001	All	
08	Oct. 18, 2001	I, II, III, IV, V, VI, 21-1, 21-5, 23-3, 25-6, 26-1, 33-1, 33-2, 33-3, 33-4, 35-4, 52-8	
09	Feb. 07, 2003	I, II, III, IV, V, VI, VII, VIII, 21-1, 21-5, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 26-1, 26-4, 26-5, 26-6, 26-8, 26-10, 26-11, 30-1, 31-1, 33-1, 33-4, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 35-2, 35-4, 38-1, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 52-8, 52-9, 52-10	
10	Jun. 05, 2003	I, II, III, IV, V, VI, VII, 21-1, 21-2, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 25-1, 25-3, 25-4, 25-7, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, 26-8, 31-1, 33-1, 34-3, 38-1, 52-10	
11	Mar. 23, 2004	I, II, III, IV, V, VI, 23-4	
12	Jul. 21, 2004	I, II, III, IV, V, VI, VII, 23-2, 23-6, 25-4, 25-9, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 52-8, 52-9, 52-10, 52-11, 77-1	

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13	July 14, 2009	I, II, III, IV, V, VI, VII, VIII, IX, X, XI, XII, 21-1, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 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, 26-3, 26-4, 26-5, 26-6, 26-7, 26-8, 26-9, 27-1, 27-2, 30-1, 31-1, 32-1, 32-2, 33-1, 33-2, 33-3, 33-4, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 35-3, 38-1, 38-2, 38-3, 52-5, 52-6, 52-8, 52-9	
14	Feb. 06, 2014	I, II, III, IV, V, VI, VII, VIII, IX, X, XI, 21-1, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 26-2, 26-4, 26-5, 26-6, 26-7, 26-8, 27-1, 30-1, 31-1, 32-1, 32-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 35-2, 35-3, 35-4, 35-5, 38-1, 38-2, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 77-1	
15	Oct. 13, 2014	I, II, III, IV, V, VI, VII	
16	Apr. 20, 2015	I, II, III, IV, V, VI, VII, 22-1, 23-1 to 23-10, 25-1 to 25-11, 26-2 to 26-8, 27-1, 30-1, 31- 1, 32-1, 32-2, 33-1, 33-2, 33-3, 34-1 to 34- 12, 35-1 to 35-5, 38-1, 38-2, 52-1 to 52-8, 77-1	
17	Jan. 29, 2016	I, II, III, IV, V, VI, VII, 24-1, 25-12	
18	May 05, 2017	I, II, III, IV, V, VI, VII, 25-8, 34-6, 34-7, 34-8	
19	Nov. 09, 2018	I, II, III, IV, V, VI, VII, 25-9, 34-8, 34-9, 34-10 to 34-12 (deleted), 35-1	
20	Nov. 26, 2021	I to VIII, 21-1, 23-1, 23-2, 23-4 to 23-9, 25-1 to 25-8, 26-1, 26-4, 26-5, 26-6, 33-1, 33-2, 33-3, 34-4, 34-5, 34-6, 34-8, 34-9, 34-10, 35-3, 38-1, 77-1	
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Reasons for Changes

General	Alignment with FAA MMEL Revision 41
23-24-01	New item to address ELT relief which has been moved from 25-63-10 as per FAA MMEL.
23-24-03	New item as per TC MMEL Guidance Book (GB) item 25-60-1.
23-31-01	Revised title of 23-31-01-02 as per FAA MMEL: replaced "Supernumerary" with "Authorized Persons".
23-63-04	Revised item title as per FAA MMEL.
25-63-10	Moved to item 23-24-01 as per FAA MMEL.
26-26-03	Deleted Note from 26-26-03-01-01 as per FAA MMEL.
33-24-02	Revised item title as per FAA MMEL.
34-46-01	Revised title of 34-46-01-03 as per FAA MMEL.
ATA 38	Removed from TC MMEL Supplement.

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BOEING 767

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Boeing 767.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Rev. No. 41, or later applicable revision).

The information contained 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 approved 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 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 9155E).

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test - AARDC
National Aircraft Certification

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System & Sequence Numbers	1.	2.	Number Installed	
21 AIR CONDITIONING		3.	Number Required for Dispatch	
			4. Remarks or Exceptions	
(Empty space for system details)		<div style="margin-top: 20px;"> <p>NOTE:</p> <p>Wording “at or below 10,000 ft MSL” must be added to all MMEL provisos requiring flight to be conducted in an unpressurized configuration.</p> </div>		

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				Remarks or Exceptions
22 AUTO FLIGHT				
-11-01 Control Wheel Disengage Switches				
-11-01A C	2	1		One may be inoperative provided: a) Autopilots are not used below 1,500 feet AGL, b) Approach minimums do not require use of autopilot, and c) The pilot flying has the operative disconnect.
-11-01B B	2	0		Both may be inoperative provided autopilots are not used.

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				4.	Remarks or Exceptions
23	COMMUNICATIONS				
-11-01	Communications Systems (VHF / HF / UHF)	D	-	-	Any in excess of those required by regulations may be inoperative provided: a) It is not powered by a standby or emergency bus, and b) It is not required for emergency purposes.
-11-01-01	VHF Comm				No change from FAA MMEL.
-11-01-02	High Frequency (HF) Communications System				No change from FAA MMEL.
-24-01	Emergency Locator Transmitter (ELT)				
-24-01-01	Survival Type ELT	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
-24-01-02	Fixed ELT				
-24-01-02A		A	-	-	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
-24-01-02B					NOT APPLICABLE
-24-01-02C		D	-	-	No change from FAA MMEL
-24-01-02D		D	-	-	No change from FAA MMEL
-24-01-03 to -24-01-05					No change from FAA MMEL

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23 COMMUNICATIONS				
-24-03 Aircraft Autonomous Distress Tracking (ADT) System				
-24-03-01 Emergency Locator Transmitter – Distress Tracking (ELT-DT)				
-24-03-01A	A	-	-	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT-DT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
-24-03-01B				NOT APPLICABLE
-24-03-01C	D	-	-	No change from FAA MMEL
-24-03-01D	D	-	-	No change from FAA MMEL
-24-03-01-01 Remote ELT Switch	D	-	0	No change from FAA MMEL
-24-03-01-02 ELT Indicator Light	D	-	0	

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23 COMMUNICATIONS				
-24-03 Aircraft Autonomous Distress Tracking (ADT) System (cont'd)				
-24-03-02 ADT Trigger Unit (ATU)				
-24-03-02A	A	-	-	(M) May be inoperative provided: a) No change from FAA MMEL b) No change from FAA MMEL, and c) Repair or replacement is made within the time interval prescribed by regulations.
-24-03-02B				NOT APPLICABLE
-24-03-02C	D	-	-	No change from FAA MMEL
-24-03-02D	D	-	-	No change from FAA MMEL
-25-02 Automated Flight Information Reporting System (AFIRS) (FAA STC ST02523NY) (TC STC SA07-124)				No change from FAA MMEL.

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23 COMMUNICATIONS							
-31-01 Passenger Address System (PA)							
-31-01-01 Passenger Configuration							
-31-01-01A	B	1	0	(O)	May be inoperative provided: a) Alternate normal and emergency procedures and/or operating restrictions are established and used, b) Flight deck/cabin interphone system (two way) with associated calls (e.g. chimes) is verified operative prior to each flight, and c) Megaphone(s) is/are readily available and operative. NOTE: No change from FAA MMEL.		
-31-01-01B	C	1	0	(O)	No change from FAA MMEL.		
-31-01-01C	A	1	0	(O)	May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.		
-31-01-01-01 Lavatory Speakers	C	-	0	(O)	No change from FAA MMEL.		
-31-01-01-02 Cabin Speakers							
-31-01-01-02A	C	-	-		No change from FAA MMEL.		
-31-01-01-02B	C	-	-	(M)	No change from FAA MMEL.		

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23 COMMUNICATIONS						
-31-01 Passenger Address System (PA) (cont'd)						
-31-01-01 Passenger Configuration (cont'd)						
-31-01-01-03 *** Zone Selection Rotary Switch Positions, FWD Attendant Panel		D	4	3		No change from FAA MMEL.
-31-01-02 *** All Cargo Configuration (Courier/Authorized Persons 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						
-31-01-02-01A		C	-	0	(O)	No change from FAA MMEL.
-31-01-02-01B		D	-	0		No change from FAA MMEL.

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23 COMMUNICATIONS					
-31-01 Passenger Address System (PA) (cont'd)					
-31-01-03 Crew Rest Facility					
-31-01-03A		C	-	-	(O) May be inoperative provided: a) Flight deck and Cabin to Crew Rest Facility interphone systems (two way) with associated calls (e.g. chimes) is verified operative prior to each flight, b) Crew Rest Facility drop down oxygen system is operative, c) Alternate procedures are established and used, and d) The Pilot-in-Command is advised that all crew have been briefed.
-31-01-03B		D	-	-	(M)(O) May be inoperative provided: a) Associated Crew Rest Facility is not occupied, and b) Associated Crew Rest Facility is placarded INOPERATIVE – DO NOT USE.

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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							
-40-01-01-01A	B	-	1	(O)	May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, b) Flight deck to cabin and cabin to flight deck interphone function operates normally at one door for each pair of exit doors, c) An operative flight deck/cabin interphone system (two way) is at an operative flight attendant seat, and d) Alternate communications procedures are established and used. NOTE: No change from FAA MMEL.		
-40-01-01-01B	C	1	0		No change from FAA MMEL.		
-40-01-01-01C	A	1	0	(O)	May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.		

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23 COMMUNICATIONS							
-40-01 Crewmember Interphone Systems (cont'd)							
-40-01-01 Passenger Configuration (cont'd)							
-40-01-01-02 Cabin to Cabin Function							
-40-01-01-02A	B	2	0			No change from FAA MMEL.	
-40-01-01-02B	B	-	-			No change from FAA MMEL.	
-40-01-01-02C	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.	
-40-01-01-03 Flight Deck to Ground Function						No change from FAA MMEL.	
-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)							
-40-01-02 All Cargo Configuration (cont'd)							
-40-01-02-03 Flight Deck to Ground Function						No change from FAA MMEL.	
-42-01 Handset Systems							
-42-01-01 Passenger Configuration							
-42-01-01-01 *** Flight Deck							
-42-01-01-01A		C	1	0	(O)	No change from FAA MMEL.	
-42-01-01-01B		D	1	0		No change from FAA MMEL.	
-42-01-01-02 Cabin		B	-	-	(O)	May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, c) Operative handset(s) is located at an operative flight attendant seat, and d) Alternate communication procedures between affected flight attendant stations are established and used.	
				NOTES: No change from FAA MMEL.			

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23 COMMUNICATIONS				
-42-01 Handset Systems (cont'd)				
-42-01-01 Passenger Configuration (cont'd)				
-42-01-01-03 Crew Rest Facility				
-42-01-01-03A	B	-	-	(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.
-42-01-01-03B	D	-	-	(M)(O) May be inoperative provided: a) Associated Crew Rest Facility is not occupied, and b) Associated Crew Rest Facility is placarded INOPERATIVE – DO NOT USE.
-42-01-02 All Cargo Configuration				No change from FAA MMEL.

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23 COMMUNICATIONS				
-51-02 Audio Select 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 First Observer Seat Panel	D	1	0	May be inoperative provided procedures do not require its use.
-51-02-02 Second Observer Seat Panel	D	1	0	
-51-03 Flight Deck Interphone Speakers	C	2	0	May be inoperative provided: a) Procedures are not dependent on their use, b) TSO headset earphones/headphones (or equivalent) are installed and operate normally, c) All aural alerts, messages and other communications which are normally routed through the flight deck speakers are audible through the TSO headset earphones/headphones (or equivalent), and d) A spare TSO headset earphone/headphone (or equivalent) must be readily available for crew use.

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24 ELECTRICAL POWER					
-99-00	True Blue Power USB Charging System (STC O-LSA15-035/D)	D	1	0	(M)(O) Entire system may be inoperative or missing provided circuit breakers are pulled and collared.
-99-00-01	Transformer Rectifier Unit (TRU)	D	4	0	(M)(O) One or more may be inoperative or missing provided the applicable TRU circuit breaker is pulled and collared.
-99-00-02	Dual USB Power Port	D	-	0	(M)(O) One or more may be inoperative or missing provided: <ul style="list-style-type: none"> a) Applicable seat row group USB power circuit breaker is pulled and collared, b) Applicable USB power ports have been placarded "INOP", and c) Cabin crew has been notified of which USB ports are inoperative.

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25	EQUIPMENT/FURNISHINGS				
-11-02	Observer Seat(s)				
-11-02-01	First Observer Seat (Including associated equipment)	D	1	0	(M) May be inoperative provided: a) Procedures do not require its use, and b) The seat is removed, stowed, or secured in the retracted position.
-11-02-02 ***	Second Observer Seat (Including Associated Equipment)	D	-	0	May be inoperative provided procedures do not require its use.
-20-01	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF program outlined in the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.

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25 EQUIPMENT/FURNISHINGS				
-25-01 Flight Attendant Seat Assembly (Single or Dual Position)				
-25-01-01 Required Flight Attendant Seats				
-25-01-01A	B	-	1	(M)(O) No change from FAA MMEL.
-25-01-01B				NOT APPLICABLE
-25-01-02 Excess Flight Attendant Seats	D	-	-	(M) No change from FAA MMEL.
-25-01-03 *** All Cargo Configuration	D	-	-	No change from FAA MMEL.

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25	EQUIPMENT/FURNISHINGS				
-25-02	Passenger Seats				
-25-02-01	D	-	-	No change from FAA MMEL. NOTE 1: No change from FAA MMEL. NOTE 2: No change from FAA MMEL. NOTE 3: NOT APPLICABLE	
		Passenger Seats (Includes all Configurations and Locations)			
-25-02-02					
		Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)			
-25-02-02A	D	-	-	No change from FAA MMEL.	
-25-02-02B	C	-	-	No change from FAA MMEL.	
-25-02-03	C	-	-	No change from FAA MMEL.	
		Underseat Baggage Restraining System			
-25-02-04				No change from FAA MMEL.	
		Armrests			
-25-02-05				No change from FAA MMEL.	
***	Seat Belt/Air Bag Restraint Systems				
-25-02-06	D	-	-	No change from FAA MMEL.	
***	Delethalization Pads				
-25-06	Crew Rest Module				
		Deleted in Revision 20 Refer to FAA MMEL			

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25 EQUIPMENT/FURNISHINGS				
-38-01 Exterior Lavatory Door Ashtrays				Deleted in Revision 20 Refer to FAA MMEL
-38-03 Lavatory NO SMOKING Placards	B	-	-	May be missing provided the associated lavatory smoke detection system is operative.
-50-01 Lower Cargo Compartment Lining Panels, Floor Panels, and Walkways				Deleted in Revision 20 Refer to FAA MMEL
-63-01 Megaphones				
-63-01-01 Passenger Configuration	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the megaphone and its installed location are placarded INOPERATIVE, b) Required distribution is maintained, and c) Procedures are established and used to alert crew members of inoperative or missing megaphones.
-63-01-02 All Cargo Configuration	D	-	0	May be inoperative provided all crew members are on the flight deck.

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25	EQUIPMENT/FURNISHINGS						
-63-04	Portable Flashlights/ Flashlight Holders	C	-	-	(O)	May be inoperative or missing provided each inoperative or missing flight attendant flashlight is replaced with a flashlight of equivalent characteristics and is readily available.	
-63-10	Emergency Locator Transmitter (ELT)					Moved to item 23-24-01	

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25 EQUIPMENT/FURNISHINGS					
-64-01 Emergency Medical Equipment					
-64-01-01 First Aid Kit (FAK) and/or Associated Equipment		D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.
-64-01-01-01 First Aid Kit Seal (Required First Aid Kits)		A	-	-	(O) The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: a) First aid kit is fully equipped or the kit has a maximum of one missing item, b) Kit includes a list of its contents, c) An inventory is taken on the contents of the kit prior to departure, and d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).

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25 EQUIPMENT/FURNISHINGS					
-64-01 Emergency Medical Equipment (cont'd)					
-64-01-02 Emergency Medical Kit (EMK) and/or Associated Equipment					
-64-01-02A	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided procedures are established and used to alert crew members of missing or incomplete kits.
-64-01-02B	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.
-64-01-02-01 Emergency Medical Kit Seal	B	-	-	(O)	The seal affixed on the exterior of emergency medical kit may be missing or broken provided: a) The emergency medical kit is fully equipped, b) The kit includes a list of its contents, c) An inventory is taken on the contents of the kit prior to departure, d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).

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25	EQUIPMENT/FURNISHINGS						
-64-01	Emergency Medical Equipment (cont'd)						
-64-01-03	Automated External Defibrillator (AED) and/or Associated Equipment	D	-	0	(O)	May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.	
-99-11	E-phone System, Medilink (STC O-LSA15-033/D)	D	1	0	(M)(O)	May be inoperative or missing provided: a) Associated circuit breaker has been pulled and collared, b) E-phone cradle has been placarded “INOP”, and c) Cabin crew has been notified.	
-99-14	PBS600 Passenger Briefing System (STC O-LSA15-033/D)						
-99-14-01		C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
-99-14-02		D	1	0		May be inoperative provided procedures do not require its use.	

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26 FIRE PROTECTION		3.	Number Required for Dispatch	
			4. Remarks or Exceptions NOTE: Deleted in Revision 20	

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				4.	Remarks or Exceptions
26	FIRE PROTECTION				
-17-01	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. 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: a) Inoperative fire extinguisher(s) is removed from the passenger cabin, flight deck, or class E cargo compartment that is accessible to crew members during flight, and its location is placarded "INOPERATIVE", or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded "INOPERATIVE", b) Required distribution is maintained in the passenger compartment on each deck, the flight deck and each class E cargo compartment that is accessible to crew members during flight, as applicable, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

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

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26 FIRE PROTECTION				
-26-03 Lavatory Smoke Detection Systems				
-26-03-01 Passenger Configuration				
-26-03-01A	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", c) Lavatory is used only by crew members, and d) In-flight service waste bags are not stored in the lavatory. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.
-26-03-01B	C	-	0	(O) For each lavatory the lavatory smoke detection system may be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, b) Crew members have been briefed as to which lavatory smoke detection system(s) is/are inoperative, and c) In-flight service waste bags are not stored in the lavatory. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.

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26 FIRE PROTECTION					
-26-03 Lavatory Smoke Detection Systems (cont'd)					
-26-03-01 Passenger Configuration (cont'd)					
-26-03-01-01 *** Lavatory Call Light Smoke Detected Function		C	-	0	
-26-03-02 All Cargo Configuration		C	-	0	(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Crew members have been briefed as to which lavatory smoke detection system(s) is/are inoperative, and b) In-flight service waste bags are not stored in the lavatory. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.

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						4.	Remarks or Exceptions	
27 FLIGHT CONTROLS								
-08-01	Control Surface Position Indicating System	C	1	0	(M)	May be inoperative provided: a) The affected control surface(s) is visually checked for full, free and correct movement before each flight, and b) The affected indicator is clearly identified as inoperative or covered.		
-21-02	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.		
-62-02	Speedbrake Caution Indication System		1	1		Must be operative.		

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						4.	Remarks or Exceptions	
30	ICE AND RAIN PROTECTION							
-11-03	Wing Anti-Ice Ground Test	C	1	0	(M)	May be inoperative provided an alternate means is used to confirm normal system operation before dispatch into known or forecast icing conditions.		
-31-01	Pitot-Static Probe Heater Systems	B	4	3		Except for ETOPS beyond 120 minutes and where enroute operations require its use, a heater element in one probe may be inoperative provided: a) Flight is conducted in day VMC, b) Flight is not conducted in visible moisture, and c) Flight is not conducted in known or forecast icing conditions.		
-41-03	Window/Probe Heat Ground Test System	C	1	0	(M)	May be inoperative provided an alternate means is used to confirm normal system operation before dispatch into known or forecast icing conditions.		
-43-01 ***	Rain Repellent System	D	1	0		Relief not required if system has been deactivated or removed.		

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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))	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within three flight days.
-31-01-01	FDR Recording Parameters required by regulations	A	-	-	Up to three digital recording parameters may be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days.
-31-01-02	FDR Recording Parameters not required by regulations.	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.
-31-01-03 ***	Quick Access Recorder (QAR)	D	1	0	

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32 LANDING GEAR					
-42-01 Antiskid System	B	1	0	(M)(O) May be inoperative provided: a) Crew members are the only occupants of the aircraft, and b) AFM performance penalties are applied.	
-42-01-01 Channels	C	8	7	(M)(O) No change from FAA MMEL. NOTE: Boeing recommended braking procedure published in the DDPG is to be carefully reviewed by the Operator's Chief Pilot and revised as necessary for their operation.	
-42-03 ANTISKID Light					
-42-03A	C	1	0	(M) No change from FAA MMEL.	
-42-03B	C	1	0	(O) No change from FAA MMEL. NOTE: Boeing recommended braking procedure published in the DDPG is to be carefully reviewed by the Operator's Chief Pilot and revised as necessary for their operation.	

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32 LANDING GEAR					
-44-02 Parking Brake Valve	C	1	0	(M)(O) No change from FAA MMEL. NOTE: Boeing recommended braking procedure published in the DDPG is to be carefully reviewed by the Operator's Chief Pilot and revised as necessary for their operation.	
-44-03 Parking Brake Lights					
-44-03-01 PARK BRAKE Light (-200/-300)					
-44-03-01A	C	1	0	(M) No change from FAA MMEL.	
-44-03-01B	C	1	0	(O) No change from FAA MMEL. NOTE: Boeing recommended braking procedure published in the DDPG is to be carefully reviewed by the Operator's Chief Pilot and revised as necessary for their operation.	
-44-03-01C	C	1	0	(O) No change from FAA MMEL.	
-44-03-02 *** Nose Gear Parking Brake Status Indicator Lights (PARKING BRAKE SET, BRAKE ON, BRAKE OFF)					
-44-03-02A	C	-	0	(M)(O) No change from FAA MMEL.	
-44-03-02B	D	-	0	No change from FAA MMEL.	

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33 LIGHTS				
-11-01 Flight Compartment and Instrument Lighting System				
-11-01A	C	-	-	No change from FAA MMEL.
-11-01B	C	-	0	May be inoperative for day operations.
-11-01-01 Crew Entry Light (-200SF ATC / -300BCF / -300BDSF / -300F)	C	-	0	
-24-01 Passenger Lighted Information Signs System (NO SMOKING/ FASTEN SEAT BELT/ RETURN TO SEAT)				
-24-01A	C	-	-	No change from FAA MMEL.
-24-01B	C	-	-	No change from FAA MMEL.
-24-01C				NOT APPLICABLE
-24-01-01 Aural Tone System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-24-01-02 Flight Deck Automatic Function	C	-	0	(O) No change from FAA MMEL.
-24-02 *** Authorized Persons/ Courier Area Lighted Information Signs System	D	-	0	May be inoperative provided all crew members are on the flight deck.

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33 LIGHTS					
-41-01 Wing Illumination Lights					
-41-01A	C	-	0	(O)	No change from FAA MMEL.
-41-01B	C	-	0		One or both may be inoperative for day operations.
-42-01 Landing Lights					Deleted in Revision 20 Refer to FAA MMEL
-51-02 Exterior Emergency Lighting System (Battery Powered)					
-51-02A	C	1	0		May be inoperative for day operations.
-51-02B	A	1	0	(O)	May be inoperative for one flight day provided: a) Aircraft crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.
					NOTE: The operator's MEL must state the maximum number of aircraft crew permitted.

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33	LIGHTS				
-51-03	Emergency Escape Path Marking System		1	1	Must be operative.
-51-03-01	Non-Photoluminescent Lighting System	C	-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
-51-03-02	Photoluminescent Lighting System	C	-	-	Specified sections of the photoluminescent system may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
-51-03-03	All Cargo Operations	D	-	-	May be inoperative provided the flight crew are the only occupants of the aircraft.

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34 NAVIGATION						
-16-01	Altitude Alerting System	A	1	0	(O)	Except where enroute operations require its use, may be inoperative provided: a) Autopilot altitude hold is operative, and b) Repairs are made within three flight days.
-22-01	ADI		2	2		Must be operative.
-22-01-01	Slip Indicators					
-22-01-01A		B	2	1		One may be inoperative on the pilot not-flying side provided the indicator is clearly identified to the flight crew as inoperative.
-22-01-01B		C	2	0		May be inoperative for day VFR provided the indicator is clearly identified to the flight crew as inoperative. NOTE: Does not include VFR OTT.
-22-04	Flight Director Systems	C	3	0	(O)	Except where enroute operations require their use, may be inoperative provided: a) Approach and go-around procedures are not dependent on their use, b) Autopilot(s) is considered inoperative, c) Windshear escape guidance is considered inoperative, and d) If installed, takeoff and/or go-around switches are considered inoperative.
-22-04-01	Displays	C	2	0		No change from FAA MMEL.

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34	NAVIGATION						
-22-30	Heading Reference (HDG REF) Switch						
-22-30A		B	1	0	(O)	True heading mode may be inoperative for flights that are entirely outside of areas of magnetic unreliability.	
-22-30B		B	1	0	(O)	Magnetic heading mode may be inoperative for flights that are entirely within areas of magnetic unreliability provided two IR's operate normally.	
-23-01	Magnetic Compass (Standby)						
-23-01A		B	1	0	(O)	No change from FAA MMEL.	
-23-01B		B	1	0	(O)	May be inoperative provided: a) Any combination of two gyro or INS (IRS) stabilized compass, systems operate normally, and b) Aircraft is operated with dual independent navigation capability and, under positive radar control by ATC during the enroute phase, or one of the navigation systems is a TSO'd GPS which provides track information.	
-23-01C		C	1	0	(O)	No change from FAA MMEL.	

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34 NAVIGATION					
-24-01 Standby Attitude / ILS Indicator					
-24-01-01	B	1	0		May be inoperative for day VMC provided the standby attitude indication is clearly identified to the flight crew as inoperative.
Attitude Display					
-24-01-02	C	1	0		
Approach Mode					
-24-02 Integrated Standby Flight Display (ISFD) System ***					
-24-02-01	B	1	0		May be inoperative for day VMC provided the standby attitude indication is clearly identified to the flight crew as inoperative.
Attitude Display					
-24-02-02	C	1	0		
Approach Mode					
-24-02-03	C	1	0		
Heading Display					
-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	C	1	0		No change from FAA MMEL.
Dedicated Battery / Charger System					

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34	NAVIGATION						
-24-03 ***	Electronic/Integrated Standby Instrument System (ESIS/ISIS) (STC ST02165NY)						
-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	C	1	0			
-24-03-03	Heading Display	C	1	0			
-31-01	ILS Systems					Deleted in Revision 20 Refer to FAA MMEL	
-32-01	Marker Beacon System						
-32-01-01	Used routinely	C	1	0	(O)	Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.	
-32-01-02	Not used routinely	D	1	0		May be inoperative.	

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34 NAVIGATION							
-33-01 Radio Altimeter (RA) Systems (EADI/PFD)							
-33-01-01 Single Source Datalink to GPWS							
-33-01-01-01							

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						4.	Remarks or Exceptions
34	NAVIGATION						
-46-01	Ground Proximity Warning System (GPWS)	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
-46-01-01	Modes 1 - 4	A	4	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
-46-01-02	Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.	
-46-01-03	Glideslope Deviation(s) (Mode 5)						
-46-01-03A		C	-	1			
-46-01-03B		B	-	0		May be inoperative.	
-46-01-04	Advisory Callouts (Mode 6)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	
-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.	
-46-01-06	*** Terrain Awareness Function	B	1	0		May be inoperative.	

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				Remarks or Exceptions
34 NAVIGATION				
-46-01 Ground Proximity Warning System (GPWS) (cont'd)				
-46-01-07 Terrain Displays				
-46-01-07A	C	-	1	
-46-01-07B	B	-	0	May be inoperative.
-46-01-08	C	1	0	May be inoperative.
*** Runway Awareness & Advisory System (RAAS)				
-51-01 VOR Navigation Systems	C	2	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
				NOTE: The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
-53-01 ATC Transponders and Automatic Altitude Reporting Systems				
-53-01A	D	2	1	
-53-01B	C	2	0	Both may be inoperative provided enroute operations do not require its use.
				NOTE: Transponder and Flight Director/ Autopilot must use same ADC data for RVSM operations.

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				Remarks or Exceptions
34 NAVIGATION				
-53-01 ATC Transponders and Automatic Altitude Reporting Systems (cont'd)				
-53-01-01 Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by regulations	A	-	0	No change from FAA MMEL.
-53-01-02 *** ADS-B Extended Squitter Transmissions				Moved to FAA MMEL 34-58-01-07
-61-01 Flight Management Computer Systems (FMCS)				
-61-01-01 to -61-01-05				No change from FAA MMEL
-61-01-06 Navigation Databases				
-61-01-06A	C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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34 NAVIGATION					
-61-01 Flight Management Computer Systems (FMCS) (cont'd)					
-61-01-06 Navigation Databases (cont'd)					
-61-01-06B	C	-	1	(O)	Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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					4.	Remarks or Exceptions	
34	NAVIGATION						
-61-01	Flight Management Computer Systems (FMCS) (cont'd)						
-61-01-06	Navigation Databases (cont'd)						
-61-01-06C		A	-	0	(O)	One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non- RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.	
-61-01-07	FMC Annunciator Light (-200/-300)	C	1	0		No change from FAA MMEL	

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System & Sequence Numbers		1.	2.	Number Installed	
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				4.	Remarks or Exceptions
35 OXYGEN					
-20-01	Portable Protective Breathing Equipment (PBE)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative protective breathing equipment unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.

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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
35 OXYGEN							
-21-01 Passenger Oxygen System							
-21-01A	B	1	0	(O)	May be inoperative provided: a) Minimum enroute altitude does not exceed 13,000 ft above MSL, b) Both air conditioning packs operate normally, c) Pressurization system operates normally, d) Flight remains at or below FL 250, e) Portable oxygen units are provided for all crew members and 10% of the passengers for half an hour (supplemental oxygen), and f) Passengers are appropriately briefed.		
-21-01B	C	1	0		May be inoperative for non-passenger carrying operations provided portable oxygen bottles are available for all crew members required to be off the flight deck.		
-21-01-01 Passenger Service Units (PSUs)	D	-	-	(M)(O)	May be inoperative with no flight altitude restriction provided: a) Affected seat or bank of seats is placarded INOPERATIVE to prevent occupancy, b) No more than two consecutive banks of seats and their adjacent banks of seats have missing or inoperative PSUs, and c) Units at assigned flight attendant locations operate normally.		

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35 OXYGEN					
-21-01 Passenger Oxygen System (cont'd)					
-21-01-02	B	-	-	(M)	No change from FAA MMEL.
Automatic Presentation System					
-21-01-03					
Crew Rest Oxygen Modules (STC ST00973WI-D)					
-21-01-03A	B	5	0	(M)	No change from FAA MMEL.
-21-01-03B	B	5	0	(M)	No change from FAA MMEL.
-21-01-04	B	2	0	(M)	No change from FAA MMEL.
Crew Rest Oxygen Warning Horn System (STC ST00973WI-D)					
-21-01-05	B	-	0	(M)	No change from FAA MMEL.
Lower Lobe Crew Rest Passenger Service Units (STCs ST01994SE and ST02137SE)					
-21-01-06	B	1	0	(M)	No change from FAA MMEL.
Lower Lobe Crew Rest Altitude Alert Horn (STCs ST01994SE and ST02137SE)					

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				Remarks or Exceptions
35 OXYGEN				
-21-01 Passenger Oxygen System (cont'd)				
-21-01-07 Lavatory Oxygen				
-21-01-07A	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 inflight service waste bags in the associated lavatory.
-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: a) Portable oxygen bottles are available to all crew members required to be off flight deck, and b) An automatic warning system is in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight.
-21-01-08B	D	1	0	May be inoperative provided all crew members are on the flight deck.

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				4.	Remarks or Exceptions
35 OXYGEN					
-31-01	Portable Oxygen Dispensing Units (Cylinder and Mask)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.

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			4.	Remarks or Exceptions
52 DOORS -11-04 Main Entry Doors / Slides / Emergency Exits -11-04-01 Passenger Configuration -11-04-01A	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) Conspicuous placard indicating that exit is inoperative is attached to exit in accordance with NOTE 2, d) Emergency exit signs and lights associated only with inoperative exit are obscured (NOTE 3), e) Flight crew members and flight attendants are advised of the nature (emergency exit and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected exit, though opposite exit may be used, f) Passenger capacity limitations and blocked seating layouts are developed by the air carrier and approved by Transport Canada (NOTE 4) for inclusion in the carrier's MEL, g) Restricted seating areas are clearly indicated by blocking with barrier tape prior to passenger boarding (NOTES 5 and 6), h) Main passenger aisles, cross aisles and exit access areas are not blocked,

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52 DOORS				
-11-04 Main Entry Doors / Slides / Emergency Exits (cont'd)				
-11-04-01 Passenger Configuration (cont'd)				
-11-04-01A				<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) A 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 not permitted for an evacuation slide which is fed by two exits.</p>

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			4.	Remarks or Exceptions
52 DOORS -11-04 Main Entry Doors / Slides / Emergency Exits (cont'd) -11-04-01 Passenger Configuration (cont'd) -11-04-01A				NOTE 2: The placard shall consist of the following (or approved equivalent): <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 525.561). It must not obscure emergency exit window. NOTE 3: Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.

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52 DOORS				
-11-04 Main Entry Doors / Slides / Emergency Exits (cont'd)				
-11-04-01 Passenger Configuration (cont'd)				
-11-04-01A				
				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.
				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.
				NOTE 6: The 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.

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52 DOORS				
-11-04 Main Entry Doors / Slides / Emergency Exits (cont'd)				
-11-04-01 Passenger Configuration (cont'd)				
-11-04-01A				<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> <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>

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			4.	Remarks or Exceptions
52 DOORS -11-04 Main Entry Doors / Slides / Emergency Exits (cont'd) -11-04-01 Passenger Configuration (cont'd) -11-04-01A				<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 l) flight itinerary to repair base

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52 DOORS				
-11-04 Main Entry Doors / Slides / Emergency Exits (cont'd)				
-11-04-01 Passenger Configuration (cont'd)				
-11-04-01A				m) estimated cost (including details) if relief had not been available n) cumulative total of occurrences per 1000 departures.
-11-04-01B	A	-	1	(M)(O) One emergency exit / slide may be inoperative for three flight days provided: a) Only the aircraft crew are carried, b) Affected emergency exit is verified closed, latched and locked prior to each flight, c) Aircraft crew are advised of the nature (emergency exit and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected exit, though opposite exit may be used, d) A conspicuous sign or placard indicating that the exit is inoperative is attached to the exit, and e) Emergency exit signs and lights associated only with the inoperative exit are obscured (NOTE 3). NOTE 1: For the purpose of this item, "aircraft crew" includes the operating crew members including the flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members.

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52 DOORS				
-11-04 Main Entry Doors / Slides / Emergency Exits (cont'd)				
-11-04-01 Passenger Configuration (cont'd)				
-11-04-01B				NOTE 2: The operator's MEL must state the maximum number of aircraft crew permitted. NOTE 3: Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.
-11-04-02 All Cargo Configuration				
-11-04-02-01 All Doors Except L1/R1	C	-	0	No change from FAA MMEL.
-11-04-02-02 Doors L1/R1	C	2	1	No change from FAA MMEL.
-11-04-03 Combination Passenger/Cargo Configurations	C	-	-	No change from FAA MMEL.

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77 ENGINE INDICATING					
-31-01 Vibration Indicating Systems					
-31-01A (non-ETOPS)	C	2	0		One or both may be inoperative provided an approved maintenance reliability program (which includes engine vibration monitoring) is in place.
-31-01B (ETOPS)	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.
-31-01-01 Compressor Rear Frame (CRF) Accelerometers (CF6 FADEC)	C	2	0	(M)	No change from FAA MMEL.