



Transport
Canada

Transports
Canada

TRANSPORT CANADA

MMEL SUPPLEMENT

TO

BOEING 777

MASTER MINIMUM EQUIPMENT LIST

DocuSigned by:

2BE2FBE348AE416...

Andreas Hartono

A/ Chief Flight Test

Chief, Flight Test
National Aircraft Certification
for Minister of Transport

February 14, 2024

Revision: 08

INTENTIONALLY LEFT BLANK

**TRANSPORT CANADA
Master Minimum Equipment List
Supplement**

**Page: I
Revision: 08
Feb. 14, 2024**

BOEING 777

List of Effective Pages

Title Page

| | | | |
|-------------------------|-------|---------|---------------|
| List of Effective Pages | I | Rev. 08 | Feb. 14, 2024 |
| | II | Rev. 08 | Feb. 14, 2024 |
| | III | Rev. 08 | Feb. 14, 2024 |
| Log of Revisions | IV | Rev. 08 | Feb. 14, 2024 |
| Reasons for Changes | V | Rev. 08 | Feb. 14, 2024 |
| | VI | Rev. 08 | Feb. 14, 2024 |
| | VII | Rev. 08 | Feb. 14, 2024 |
| Introduction | VIII | Rev. 08 | Feb. 14, 2024 |
| Pages | 21-1 | Rev. 08 | Feb. 14, 2024 |
| | 21-2 | Rev. 08 | Feb. 14, 2024 |
| | 21-3 | Rev. 08 | Feb. 14, 2024 |
| | 21-4 | Rev. 08 | Feb. 14, 2024 |
| | 21-5 | Rev. 08 | Feb. 14, 2024 |
| | 21-6 | Rev. 08 | Feb. 14, 2024 |
| | 21-7 | Rev. 08 | Feb. 14, 2024 |
| | 22-1 | Rev. 03 | June 17, 2014 |
| | 23-1 | Rev. 08 | Feb. 14, 2024 |
| | 23-2 | Rev. 08 | Feb. 14, 2024 |
| | 23-3 | Rev. 08 | Feb. 14, 2024 |
| | 23-4 | Rev. 08 | Feb. 14, 2024 |
| | 23-5 | Rev. 08 | Feb. 14, 2024 |
| | 23-6 | Rev. 08 | Feb. 14, 2024 |
| | 23-7 | Rev. 08 | Feb. 14, 2024 |
| | 23-8 | Rev. 08 | Feb. 14, 2024 |
| | 23-9 | Rev. 08 | Feb. 14, 2024 |
| | 23-10 | Rev. 08 | Feb. 14, 2024 |
| | 23-11 | Rev. 08 | Feb. 14, 2024 |
| | 25-1 | Rev. 08 | Feb. 14, 2024 |

**TRANSPORT CANADA
Master Minimum Equipment List
Supplement**

**Page: II
Revision: 08
Feb. 14, 2024**

BOEING 777

List of Effective Pages (cont'd)

| | | | |
|-------|-------|---------|---------------|
| Pages | 25-2 | Rev. 08 | Feb. 14, 2024 |
| | 25-3 | Rev. 08 | Feb. 14, 2024 |
| | 25-4 | Rev. 08 | Feb. 14, 2024 |
| | 25-5 | Rev. 08 | Feb. 14, 2024 |
| | 25-6 | Rev. 08 | Feb. 14, 2024 |
| | 25-7 | Rev. 08 | Feb. 14, 2024 |
| | 25-8 | Rev. 08 | Feb. 14, 2024 |
| | 25-9 | Rev. 08 | Feb. 14, 2024 |
| | 25-10 | Rev. 08 | Feb. 14, 2024 |
| | 25-11 | Rev. 08 | Feb. 14, 2024 |
| | 26-1 | Rev. 08 | Feb. 14, 2024 |
| | 26-2 | Rev. 08 | Feb. 14, 2024 |
| | 26-3 | Rev. 08 | Feb. 14, 2024 |
| | 26-4 | Rev. 08 | Feb. 14, 2024 |
| | 26-5 | Rev. 08 | Feb. 14, 2024 |
| | 26-6 | Rev. 08 | Feb. 14, 2024 |
| | 26-7 | Rev. 08 | Feb. 14, 2024 |
| | 26-8 | Rev. 08 | Feb. 14, 2024 |
| | 26-9 | Rev. 08 | Feb. 14, 2024 |
| | 26-10 | Rev. 08 | Feb. 14, 2024 |
| | 26-11 | Rev. 08 | Feb. 14, 2024 |
| | 27-1 | Rev. 03 | June 17, 2014 |
| | 31-1 | Rev. 03 | June 17, 2014 |
| | 33-1 | Rev. 08 | Feb. 14, 2024 |
| | 34-1 | Rev. 06 | Feb. 15, 2018 |
| | 34-2 | Rev. 07 | Aug. 19, 2020 |
| | 34-3 | Rev. 08 | Feb. 14, 2024 |
| | 34-4 | Rev. 08 | Feb. 14, 2024 |
| | 35-1 | Rev. 06 | Feb. 15, 2018 |

**TRANSPORT CANADA
Master Minimum Equipment List
Supplement**

**Page: III
Revision: 08
Feb. 14, 2024**

BOEING 777

List of Effective Pages (cont'd)

| | | | |
|-------|------|---------|---------------|
| Pages | 35-2 | Rev. 03 | June 17, 2014 |
| | 35-3 | Rev. 03 | June 17, 2014 |
| | 35-4 | Rev. 08 | Feb. 14, 2024 |
| | 36-1 | Rev. 08 | Feb. 14, 2024 |
| | 38-1 | Rev. 08 | Feb. 14, 2024 |
| | 52-1 | Rev. 08 | Feb. 14, 2024 |
| | 52-2 | Rev. 08 | Feb. 14, 2024 |
| | 52-3 | Rev. 05 | Oct. 20, 2015 |
| | 52-4 | Rev. 03 | June 17, 2014 |
| | 52-5 | Rev. 03 | June 17, 2014 |
| | 52-6 | Rev. 03 | June 17, 2014 |
| | 52-7 | Rev. 08 | Feb. 14, 2024 |
| | 52-8 | Rev. 04 | Feb. 20, 2015 |
| | 77-1 | Rev. 08 | Feb. 14, 2024 |

**TRANSPORT CANADA
Master Minimum Equipment List
Supplement**

**Page: IV
Revision: 08
Feb. 14, 2024**

BOEING 777

Log of Revisions

| Revision No. | Date | Page Number | Initials |
|--------------|---------------|--|----------|
| Original | Nov. 30, 2006 | All | |
| 01 | Aug. 31, 2007 | I, II, III, IV, V, VI, 25-3 | |
| 02 | Jan. 15, 2009 | I, II, III, IV, V, VI, 23-1 | |
| 03 | June 17, 2014 | All | |
| 04 | Feb. 20, 2015 | I, II, III, IV, V, VI, 25-12, 26-9, 52-8 | |
| 05 | Oct. 20, 2015 | I, II, III, IV, V, VI, 23-9, 25-6, 52-1 to 52-3, 77-1 | |
| 06 | Feb. 15, 2018 | I, II, III, IV, V, VI, 21-2 thru 21-14, 23-6 thru 23-10, 25-8, 26-9, 26-13, 26-14, 26-15, 33-1, 33-2, 34-1, 34-2, 34-3, 35-1 | |
| 07 | Aug. 19, 2020 | I, II, III, IV, V, VI, 23-1, 25-2, 34-2 | |
| 08 | Feb. 14, 2024 | I thru VIII, 21-1 thru 21-7, 23-1 thru 23-11, 25-1 thru 25-11, 26-1 thru 26-11, 33-1, 34-3, 34-4, 35-4, 36-1, 38-1, 52-1, 52-2, 52-7, 77-1 | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: V
Revision: 08
Feb. 14, 2024

BOEING 777

Reasons for Changes

| | |
|-----------------|--|
| General | Alignment with: <ul style="list-style-type: none">– FAA MMEL Revision 23a– MMEL Guidance Book (GB) Revision 8 |
| 21-27-15 | Deleted. Refer to FAA MMEL. |
| 21-27-16 | Deleted. Refer to FAA MMEL. |
| 21-31-01 | Deleted Note from 21-31-01-03 dispatch conditions. |
| 21-31-02 | Deleted Note from 21-31-02-03 dispatch conditions. |
| 21-31-03 | Deleted Note from 21-31-03-04 dispatch conditions. |
| 21-31-05 | Deleted Note from 21-31-05B dispatch conditions. |
| 21-31-06 | Deleted Note from 21-31-06B dispatch conditions. |
| 21-31-07 | Deleted Note from 21-31-07B dispatch conditions. |
| 21-32-01 | Deleted Note from 21-32-01B dispatch conditions. |
| 21-32-02 | Revised item title as per FAA MMEL. Deleted Note from dispatch conditions. |
| 21-51-01 | Deleted 21-51-01-02. Refer to FAA MMEL. Deleted 21-51-01-06 from both TC MMEL Supplement and FAA MMEL. |
| 21-61-01 | Deleted 21-61-01-02. Refer to FAA MMEL. Deleted 21-61-01-05-01. Refer to FAA MMEL. Deleted 21-61-01-06 from both TC MMEL Supplement and FAA MMEL. |
| 21-61-17 | Deleted. Refer to FAA MMEL. |
| 21-61-18 | Deleted. Refer to FAA MMEL. |
| 21-62-01 | Deleted. Refer to FAA MMEL. |
| 21-62-02 | Deleted. Refer to FAA MMEL. |
| 23-21-01 | Added 23-21-01A to clarify the item includes two relief cases: A as per FAA MMEL and B as per GB item 23-20-1. |
| 23-24-02 | Revised Number Installed and Number Required as per FAA MMEL. Revised 23-24-02B to indicate “NOT APPLICABLE” to Canadian operators. Added 23-24-02-01 as per FAA MMEL. |
| 23-24-04 | New item as per GB item 25-60-1. |
| 23-27-01 | Deleted. Refer to FAA MMEL. |
| 23-27-02 | Deleted. Refer to FAA MMEL. |
| 23-31-01 | Editorial change in proviso b) of 23-31-01A: added “and”. Revised 23-31-01-06 to deleted “Bunk” wording as well as to change the Repair Interval Category of 23-31-01-06B as per GB item 23-30-1. |
| 23-42-01 | Revised as per GB item 23-40-1. Added 23-42-01-02. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: VI
Revision: 08
Feb. 14, 2024

BOEING 777

Reasons for Changes (cont'd)

| | |
|-----------------|--|
| 23-42-02 | Deleted. Refer to FAA MMEL. |
| 23-42-03 | Revised as per GB item 23-40-3. Added 23-42-03-02. |
| 23-45-01 | Revised as per GB item 23-40-1. |
| 23-45-03 | Revised as per GB item 23-40-3: deleted "bunk" wording. |
| 23-51-05 | Revised 23-51-05-01 to add "First" in proviso b) as well as minor editorial changes. Revised 23-51-05-02 as per GB item 23-50-1. |
| 25-11-01 | Reformatted 25-11-01-02-02 with two relief cases. |
| 25-11-02 | Removed requirement to stow seat as that is not feasible for the B777. Revised 25-11-02-01B and -01C to indicate "NOT APPLICABLE" to Canadian operators. |
| 25-20-01 | Revised as per GB item 25-20-1. Removed relief for Passenger Convenience Items. |
| 25-25-01 | Revised as per GB item 25-20-2. Added 25-25-01-01. |
| 25-25-02 | Reformatted as per FAA MMEL. |
| 25-25-03 | Added 25-25-03-01A for clarification (no change from FAA MMEL). |
| 25-25-04 | Added 25-25-04-01A for clarification (no change from FAA MMEL). |
| 25-28-01 | Deleted. Refer to FAA MMEL. |
| 25-29-01 | Minor editorial changes in 25-29-01A. Revised 25-29-01B to indicate "NOT APPLICABLE" to Canadian operators. |
| 25-29-02 | Minor editorial changes in 25-29-02A. Revised 25-29-02B to indicate "NOT APPLICABLE" to Canadian operators. |
| 25-29-03 | Editorial changes. |
| 25-29-04 | Editorial changes. |
| 25-29-05 | Editorial changes. |
| 25-41-01 | Deleted Note from 25-41-01-01B. |
| 25-52-01 | Deleted. Refer to FAA MMEL. |
| 25-59-01 | Deleted. Refer to FAA MMEL. |
| 25-64-01 | Editorial changes. |
| 25-64-02 | Revised as per GB item 25-60-6. |
| 25-64-03 | Revised 25-64-03-01B to indicate "NOT APPLICABLE" to Canadian operators. Added 25-64-03-03 as per GB item 25-60-4. |
| 26-13-01 | Revised as per GB item 26-10-6. |
| 26-14-02 | Minor editorial changes. |
| 26-14-03 | Minor editorial changes. |
| 26-14-04 | Minor editorial changes. |
| 26-14-05 | Minor editorial changes. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: VII
Revision: 08
Feb. 14, 2024

BOEING 777

Reasons for Changes (cont'd)

| | |
|-----------------|--|
| 26-16-01 | Deleted. Refer to FAA MMEL. |
| 26-16-02 | Deleted. Refer to FAA MMEL. |
| 26-16-03 | Deleted. Refer to FAA MMEL. |
| 26-17-01 | Revised 26-17-01A to indicate "NOT APPLICABLE" to Canadian operators. Revised proviso c) of 26-17-01B. |
| 26-21-02 | Deleted. Refer to FAA MMEL. |
| 26-23-01 | Deleted. Refer to FAA MMEL. |
| 26-23-02 | Deleted. Refer to FAA MMEL. |
| 26-24-01 | Deleted 26-24-01-01B (refer to FAA MMEL). Revised 26-24-01-01C and 26-24-01-02 as per GB item 26-20-3. |
| 33-11-01 | Revised Repair Interval Category of second relief case as per GB item 33-10-1. |
| 33-24-01 | Revised A and B to indicate "No change from FAA MMEL". Revised C to indicate "NOT APPLICABLE" to Canadian operators. |
| 34-61-01 | Revised 34-61-01-03 as per GB item 34-50-1. |
| 35-31-02 | Revised item title as per FAA MMEL. |
| 36-11-01 | Deleted. Refer to FAA MMEL. |
| 36-11-02 | Deleted. Refer to FAA MMEL. |
| 36-11-03 | Deleted. Refer to FAA MMEL. |
| 36-22-01 | Deleted. Refer to FAA MMEL. |
| 38-10-01 | Deleted. Refer to FAA MMEL. |
| 38-30-01 | Deleted. Refer to FAA MMEL. |
| 52-09-01 | Deleted. Refer to FAA MMEL. |
| 52-11-01 | Revised Number Required and dispatch conditions of 52-11-01-01B as per GB item 52-10-2. |
| 77-31-01 | Revised item title as per FAA MMEL. Reformatted with A and B dispatch cases. |

**TRANSPORT CANADA
Master Minimum Equipment List
Supplement**

**Page: VIII
Revision: 08
Feb. 14, 2024**

BOEING 777

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Boeing 777.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Rev. No. 23a, 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 MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement and not indicated in the FAA MMEL must be provided by the operator.

The FAA MMEL has entries where the "Remarks or Exceptions" column makes reference to applicable FARs. Unless such an entry is superseded by an item in this supplement, all references should be made to the applicable 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

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|---|--|--|----|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 21-1 |
| System & Sequence Numbers | | 1. | 2. | Number Installed |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 21 AIR CONDITIONING | | | | |
| -27-15 Equipment Cooling Three-Way Valve (777F) | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -27-16 Flight Deck Equipment Cooling System (777F) | | | | Deleted in Revision 8 Refer to FAA MMEL |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 21-2 | |
|---------------------------------|--|----|----|--|------------------------------|--|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | | | | |
| -31-01 | Auto Cabin Pressure Controls (L and R) | | | | | | |
| -31-01-03 | All | C | 2 | 0 | (M)(O) | May be inoperative provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, b) No change from FAA MMEL, c) No change from FAA MMEL, For LLAR, OFCR, OFAR, MDCR or MDPCR installed: d) No change from FAA MMEL, and For First Class Suites installed: e) No change from FAA MMEL. | |
| -31-02 | Manual Cabin Pressure Outflow Valve Controls (FWD and AFT) | | | | | | |
| -31-02-03 | All | C | 2 | 0 | (M)(O) | May be inoperative provided: a) Flight is conducted unpressurized at or below 10,000 ft MSL, b) No change from FAA MMEL, c) No change from FAA MMEL, For LLAR, OFCR, OFAR, MDCR or MDPCR installed: d) No change from FAA MMEL, and For First Class Suites installed: e) No change from FAA MMEL. | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 21-3 | |
|--|---|--|----|---|------------------------------|
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 21 AIR CONDITIONING | | | | | |
| -31-03 Outflow Valves (FWD and AFT) | | | | | |
| -31-03-04 All | C | 2 | 0 | (M)(O) May be inoperative provided: | |
| | | | | a) Flight is conducted unpressurized at or below 10,000 ft MSL, | |
| | | | | b) No change from FAA MMEL, | |
| | | | | c) No change from FAA MMEL, | |
| | | | | For LLAR, OFCR, OFAR, MDCR or MDPCR installed: | |
| | | | | d) No change from FAA MMEL, and | |
| | | | | For First Class Suites installed: | |
| | | | | e) No change from FAA MMEL. | |
| -31-05 Cabin Rate of Climb Indication | | | | | |
| -31-05B | C | 1 | 0 | (M)(O) May be inoperative provided: | |
| | | | | a) Flight is conducted unpressurized at or below 10,000 ft MSL, | |
| | | | | b) No change from FAA MMEL, | |
| | | | | c) No change from FAA MMEL, | |
| | | | | For LLAR, OFCR, OFAR, MDCR or MDPCR installed: | |
| | | | | d) No change from FAA MMEL, and | |
| | | | | For First Class Suites installed: | |
| | | | | e) No change from FAA MMEL. | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 21-4 | |
|---|---|----|----|---|------------------------------|-----------------------|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 21 AIR CONDITIONING | | | | | | | |
| -31-06 Cabin Differential Pressure Indication | | | | | | | |
| -31-06B | C | 1 | 0 | (M)(O) May be inoperative provided: | | | |
| | | | | a) Flight is conducted unpressurized at or below 10,000 ft MSL, | | | |
| | | | | b) No change from FAA MMEL, | | | |
| | | | | c) No change from FAA MMEL, | | | |
| | | | | For LLAR, OFCR, OFAR, MDCR or MDPCR installed: | | | |
| | | | | d) No change from FAA MMEL, and | | | |
| | | | | For First Class Suites installed: | | | |
| | | | | e) No change from FAA MMEL. | | | |
| -31-07 Cabin Altitude Indication | | | | | | | |
| -31-07B | C | 1 | 0 | (M)(O) May be inoperative provided: | | | |
| | | | | a) Flight is conducted unpressurized at or below 10,000 ft MSL, | | | |
| | | | | b) No change from FAA MMEL, | | | |
| | | | | c) No change from FAA MMEL, | | | |
| | | | | For LLAR, OFCR, OFAR, MDCR or MDPCR installed: | | | |
| | | | | d) No change from FAA MMEL, and | | | |
| | | | | For First Class Suites installed: | | | |
| | | | | e) No change from FAA MMEL. | | | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 21-5 | |
|---|---|----|----|--|------------------------------|-----------------------|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 21 AIR CONDITIONING | | | | | | | |
| -32-01 Positive Pressure Relief Valves | | | | | | | |
| -32-01B | C | 2 | 0 | (M)(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 10,000 ft MSL, b) No change from FAA MMEL, c) No change from FAA MMEL, d) No change from FAA MMEL, For LLAR, OFCR, OFAR, MDCR or MDPCR installed: e) No change from FAA MMEL, and For First Class Suites installed: f) No change from FAA MMEL. | | | |
| -32-02 Negative Pressure Relief Vents | C | 4 | 0 | (M)(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 10,000 ft MSL, b) No change from FAA MMEL, c) No change from FAA MMEL, d) No change from FAA MMEL, For LLAR, OFCR, OFAR, MDCR or MDPCR installed: e) No change from FAA MMEL, and For First Class Suites installed: f) No change from FAA MMEL. | | | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 21-6 |
|---|----|--|---------------------------------|--|
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | | 3. Number Required for Dispatch | |
| | | | 4. Remarks or Exceptions | |
| 21 AIR CONDITIONING | | | | |
| -51-01 Air Conditioning Packs | | | | |
| -51-01-02 -300 (Without PRR 61980 or Production Equivalent Incorporated) | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -51-01-06 All | | | | Deleted in Revision 8 |
| -61-01 Cabin Temperature Controllers (CTC) | | | | |
| -61-01-02 -300 (Without PRR 61980 or Production Equivalent Incorporated) | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -61-01-05 777F | | | | |
| -61-01-05-01 Without PRR 62273 or Production Equivalent Incorporated | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -61-01-06 All | | | | Deleted in Revision 8 |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|---------------------------------------|--|--|------------------------------|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 21-7 |
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | 3. | Number Required for Dispatch | |
| | | 4. | Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | |
| -61-17 | Equipment Cooling Duct Temperature Sensing System (777F) | | | Deleted in Revision 8 Refer to FAA MMEL |
| -61-18 | Equipment Cooling Trim Air Modulation Valve (777F) | | | Deleted in Revision 8 Refer to FAA MMEL |
| -62-01 | Trim Air Control Systems | | | Deleted in Revision 8 Refer to FAA MMEL |
| -62-02 | Trim Air Pressure Regulating/Shutoff Valves (PRSOVs) | | | Deleted in Revision 8 Refer to FAA MMEL |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|---|----|--|------------------|--|
| Aircraft: BOEING 777 | | Revision No. 03 Date: June 17, 2014 | | Page: 22-1 |
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 22 AUTO FLIGHT | | | | |
| -11-08 Control Wheel Autopilot Disconnect Switches | | | | |
| -11-08A | C | 2 | 1 | <p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Autopilot is not used below 1,500 ft AGL, b) Approach minimums do not require the use of the autopilot, and c) The pilot flying has the operative disconnect. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | | | Revision No. 08 | | Page: | |
|--|---|----|----|---------------------|---|-----------------------|--|
| BOEING 777 | | | | Date: Feb. 14, 2024 | | 23-1 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 23 COMMUNICATIONS | | | | | | | |
| -21-01 Selective Call System (SELCAL) | | | | | | | |
| -21-01A | C | 1 | 0 | (O) | May be inoperative provided alternate procedures are established and used. | | |
| -21-01B | D | 1 | 0 | | May be inoperative provided procedures do not require its use. | | |
| -24-02 Emergency Locator *** Transmitter (ELT) (Fixed) | | | | | | | |
| -24-02A | A | 1 | 0 | (M) | May be inoperative provided: a) Placard is displayed in the flight deck indicating the date the ELT was removed, and b) Repair or replacement is made within the time interval prescribed by regulations. | | |
| -24-02B | | | | | NOT APPLICABLE | | |
| -24-02C | D | 1 | 0 | (M) | No change from FAA MMEL | | |
| -24-02D | D | 1 | 0 | | No change from FAA MMEL | | |
| -24-02-01 Remote ELT Switch | D | 1 | 0 | (M) | No change from FAA MMEL | | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | | | Revision No. 08 | | Page: | |
|---|---|----|----|---------------------|--|-----------------------|--|
| BOEING 777 | | | | Date: Feb. 14, 2024 | | 23-2 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 23 COMMUNICATIONS | | | | | | | |
| -24-04 Aircraft Autonomous *** Distress Tracking (ADT) System | | | | | | | |
| -24-04-01 Emergency Locator Transmitter – Distress Tracking (ELT-DT) | | | | | | | |
| -24-04-01A | A | 1 | 0 | (M) | May be inoperative provided: a) Placard is displayed in the flight deck indicating the date the ELT-DT was removed, and b) Repair or replacement is made within the time interval prescribed by regulations. | | |
| -24-04-01B | | | | | NOT APPLICABLE | | |
| -24-04-01C | D | 1 | 0 | (M) | No change from FAA MMEL | | |
| -24-04-01D | D | 1 | 0 | | No change from FAA MMEL | | |
| -24-04-01-01 Remote ELT Switch | D | 1 | 0 | (M) | No change from FAA MMEL | | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | | | Revision No. 08 | | Page: | |
|---------------------------------|---|----|----|---------------------|---|-----------------------|--|
| BOEING 777 | | | | Date: Feb. 14, 2024 | | 23-3 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 23 | COMMUNICATIONS | | | | | | |
| -24-04 *** | Aircraft Autonomous Distress Tracking (ADT) System (cont'd) | | | | | | |
| -24-04-02 | ADT Trigger Unit (ATU) | | | | | | |
| -24-04-02A | A | 1 | 0 | (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. | | |
| -24-04-02B | | | | | NOT APPLICABLE | | |
| -24-04-02C | D | 1 | 0 | (M) | No change from FAA MMEL | | |
| -24-04-02D | D | 1 | 0 | (M) | No change from FAA MMEL | | |
| -27-01 | Data Communication Management System | | | | Deleted in Revision 8 Refer to FAA MMEL | | |
| -27-02 | Flight Deck Communications System (ACARS Datalink) | | | | Deleted in Revision 8 Refer to FAA MMEL | | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 23-4 | |
|---|---|----|--|------------------|--|-----------------------|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | |
| | | | | 3. | Number Required for Dispatch | |
| | | | | | 4. | Remarks or Exceptions |
| 23 COMMUNICATIONS | | | | | | |
| -31-01 Passenger Address System (Passenger) | | | | | | |
| -31-01A | B | 1 | 0 | (O) | May be inoperative provided: <ul style="list-style-type: none"> 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. | |
| -31-01B | A | 1 | 0 | (O) | May be inoperative for non-passenger carrying operations for one flight day provided: <ul style="list-style-type: none"> a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used. | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | | | Revision No. 08 | | Page: | |
|--|--|----|----|---------------------|------------------------------|--|--|
| BOEING 777 | | | | Date: Feb. 14, 2024 | | 23-5 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 23 COMMUNICATIONS | | | | | | | |
| -31-01 Passenger Address System (Passenger) (cont'd) | | | | | | | |
| -31-01-06 Crew Rest Facility | | | | | | | |
| -31-01-06A | | 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. | |
| -31-01-06B | | 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". | |
| -31-02 Personnel Address System (777F) | | D | 1 | 0 | | May be inoperative provided all crew members are on the flight deck. | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | | | Revision No. 08 | | Page: | |
|---|---|----|----|---------------------|--|-----------------------|--|
| BOEING 777 | | | | Date: Feb. 14, 2024 | | 23-6 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 23 COMMUNICATIONS | | | | | | | |
| -42-01 Cabin Interphone Systems (Passenger) | | | | | | | |
| -42-01-01 Flight Deck to Cabin, Cabin to Flight Deck Functions | | | | | | | |
| -42-01-01A | B | - | 1 | (O) | May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, and d) An operative flight deck/cabin interphone system (two way) is at an operative flight attendant seat. NOTE: Any station function(s) that operates normally may be used. | | |
| -42-01-01B | C | - | 0 | (O) | No change from FAA MMEL | | |
| -42-01-01C | A | - | 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. | | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 23-7 | |
|---|---|----|--|------------------|------------------------------|---|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | |
| | | | | 3. | Number Required for Dispatch | |
| | | | | | 4. | Remarks or Exceptions |
| 23 COMMUNICATIONS | | | | | | |
| -42-01 Cabin Interphone Systems (Passenger) (cont'd) | | | | | | |
| -42-01-02 Cabin to Cabin Functions | | | | | | |
| -42-01-02A | B | - | - | | | No change from FAA MMEL |
| -42-01-02B | A | - | 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. |
| -42-01-03 *** Flight Deck / Cabin to Crew Rest, Crew Rest to Flight Deck / Cabin Functions | | | | | | |
| -42-01-03A | 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. |
| -42-01-03B | 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". |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | Revision No. 08 Date: Feb. 14, 2024 | | | Page: 23-8 | | | |
|--|--|----|--|------------------|------------------------------|--|--|--|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | | | |
| | | | | 3. | Number Required for Dispatch | | | | |
| | | | | | 4. | Remarks or Exceptions | | | |
| 23 COMMUNICATIONS | | | | | | | | | |
| -42-02 Cabin Interphone Alerting Systems (Passenger) | | | | | | Deleted in Revision 8 Refer to FAA MMEL | | | |
| -42-03 Cabin Interphone Handset Systems (Passenger) | | | | | | | | | |
| -42-03-02 Cabin | | B | - | - | (O) | May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, and d) Operative handset(s) is located at an operative flight attendant seat. NOTES: No change from FAA MMEL | | | |
| -42-03-03 *** Crew Rests | | | | | | | | | |
| -42-03-03A | | B | - | 0 | (O) | May be inoperative provided: a) The public address system is operative, b) Alternate procedures are established and used, and c) The Pilot-in-Command is advised that all crew have been briefed. | | | |
| -42-03-03B | | 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". | | | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 23-9 | |
|--|--|----|----|--|------------------------------|--|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 23 COMMUNICATIONS | | | | | | | |
| -45-01 Crew Communication System (777F) | | | | | | | |
| -45-01-01 Flight Deck to Supernumerary, Supernumerary to Flight Deck Functions | | | | | | | |
| -45-01-01A | | | | | | NOT APPLICABLE | |
| -45-01-01B | | D | 1 | 0 | | May be inoperative provided all crew members are on the flight deck. | |
| -45-01-02 Flight Deck to Crew Rest, Crew Rest to Flight Deck Functions | | | | | | | |
| -45-01-02A | | B | 1 | 0 | (O) | May be inoperative provided: a) The public address system is operative, b) Alternate procedures are established and used, and c) The Pilot-in-Command is advised that all crew have been briefed. | |
| -45-01-02B | | D | 1 | 0 | (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. | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 23-10 | |
|---|---|----|--|------------------|--|-----------------------|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | |
| | | | | 3. | Number Required for Dispatch | |
| | | | | | 4. | Remarks or Exceptions |
| 23 COMMUNICATIONS | | | | | | |
| -45-03 Crew Communication Handset Systems (777F) | | | | | | |
| -45-03-02 Crew Rest Handset | | | | | | |
| -45-03-02A | B | - | 0 | (O) | May be inoperative provided: a) The public address system is operative, b) Alternate procedures are established and used, and c) The Pilot-in-Command is advised that all crew have been briefed. | |
| -45-03-02B | 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". | |
| -51-02 Flight Deck Speakers | C | 2 | 0 | | May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use. | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 23-11 | |
|--|---|--|----|------------------|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 23 COMMUNICATIONS | | | | | |
| -51-04 Flight Deck Headsets / Headphones | D | - | - | | No change from FAA MMEL |
| -51-04-02 Headset Earphones / Headphones | C | - | - | | Headset function may be inoperative on any boom set provided alternate headset is installed, operative and used. |
| -51-05 Audio Control Panels | | | | | |
| -51-05-01 Captain's Audio Control Panel | B | 1 | 0 | (O) | May be inoperative provided: a) First Observer's Audio Control Panel operates normally, b) First Observer's Audio Selector operates normally, and c) First Observer's seat is not occupied by any person in an official capacity. NOTE: No change from FAA MMEL |
| -51-05-02 First Observer's Audio Control Panel | D | 1 | 0 | | May be inoperative provided procedures do not require its use. NOTE: No change from FAA MMEL |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 25-1 | |
|-------------------------------------|---|--|----|------------------|---|
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 25 EQUIPMENT/FURNISHINGS | | | | | |
| -11-01 Flight Crew Seats | | | | | Safety belts (Including shoulder harness) must be operative for each flight deck crew member. |
| -11-01-02 Manual Adjustment Systems | | | | | |
| -11-01-02-01 Recline Systems | B | 2 | 0 | (M) | May be inoperative provided the seat is secured in an upright position acceptable to the affected crewmember. |
| -11-01-02-02 Vertical Adjustments | | | | | |
| -11-01-02-02A | B | 2 | 0 | (M) | May be inoperative provided: a) Seat is secured in vertical position acceptable to affected crew member, and b) Egress is not impaired. |
| -11-01-02-02B | C | 2 | 0 | | No change from FAA MMEL |
| -11-01-02-03 Armrests | C | 4 | 0 | (M) | No change from FAA MMEL |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 25-2 |
|---|----|--|------------------------|--|
| System & Sequence Numbers | 1. | 2. | 3. Number Installed | 4. Number Required for Dispatch |
| 25 EQUIPMENT/FURNISHINGS | | | | |
| -11-02 Observer Seat(s) | | | | Safety belts (Including shoulder harness) must be operative for each flight deck crew member (including official observer in observer's seat). |
| -11-02-01 First Observer Seat (Including Associated Equipment) | | | | |
| -11-02-01A | D | 1 | 0 | May be inoperative provided procedures do not require its use. |
| -11-02-01B | | | | NOT APPLICABLE |
| -11-02-01C | | | | NOT APPLICABLE |
| -11-02-02 *** Second Observer Seat(s) (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. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | Revision No. 08 | | Page: |
|---------------------------------|--|---------------------|------------------|---|
| BOEING 777 | | Date: Feb. 14, 2024 | | 25-3 |
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 25 | EQUIPMENT/FURNISHINGS | | | |
| -25-01 | Flight Attendant Seat Assembly (Single or Dual Position) | | | |
| -25-01-01 | Required Flight Attendant Seats (Passenger) | | | |
| 25-01-01A | B | - | 1 | No change from FAA MMEL |
| 25-01-01B | | | | NOT APPLICABLE |
| -25-01-02 | D | - | - | No change from FAA MMEL |
| | Excess Flight Attendant Seats (Passenger) | | | |
| -25-02 | Passenger Seats (Passenger) | | | |
| -25-02-01 | D | - | - | No change from FAA MMEL. |
| | Passenger Seats (Includes all Configurations and Locations) | | | NOTE 1: No change from FAA MMEL NOTE 2: No change from FAA MMEL NOTE 3: Deleted |
| -25-02-02 | | | | |
| | Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical) | | | |
| -25-02-02A | D | - | - | (M) No change from FAA MMEL |
| -25-02-02B | C | - | - | No change from FAA MMEL |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 25-4 | |
|--|--|----|----|--|------------------------------|--|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 25 EQUIPMENT/FURNISHINGS | | | | | | | |
| -25-03 Supernumerary Seats (777F) | | D | - | 0 | (M) | No change from FAA MMEL | |
| -25-03-01 Recline Mechanism | | | | | | | |
| -25-03-01A | | D | - | - | (M) | No change from FAA MMEL | |
| -25-03-01B | | C | - | - | | No change from FAA MMEL | |
| -25-04 Crew / Attendant Rest Seats *** | | D | - | 0 | (M) | No change from FAA MMEL | |
| -25-04-01 Recline Mechanism | | | | | | | |
| -25-04-01A | | D | - | - | (M) | No change from FAA MMEL | |
| -25-04-01B | | C | - | - | | No change from FAA MMEL | |
| -28-01 Storage Bin(s) / Cabin, Galley, and Lavatory Storage Compartments / Closets | | | | | | Deleted in Revision 8 Refer to FAA MMEL | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | | |
|--|---|--|----|-----------------------------|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 25-5 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 25 EQUIPMENT/FURNISHINGS | | | | | |
| -29-01 Flight Crew Rest (FCR) Door *** | | | | | |
| -29-01A | C | - | 0 | (M) | May be inoperative provided: a) FCR is not used and personal items are removed, and b) FCR door is locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit FCR inspections by crewmembers. |
| -29-01B | | | | | NOT APPLICABLE |
| -29-02 Main Deck Crew Rest (MDCR) / Main Deck Flight Crew Rest (MDFCR) Door *** | | | | | |
| -29-02A | C | - | 0 | (M) | May be inoperative provided: a) MDCR / MDFCR is not used and personal items are removed, and b) MDCR / MDFCR door is locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit MDCR / MDFCR inspections by crewmembers. |
| -29-02B | | | | | NOT APPLICABLE |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | | | Revision No. 08 | | Page: | |
|---------------------------------|--|----|----|---------------------|------------------------------|--|--|
| BOEING 777 | | | | Date: Feb. 14, 2024 | | 25-6 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 25 | EQUIPMENT/FURNISHINGS | | | | | | |
| -29-03 *** | Overhead Flightcrew / Attendant Rest Door (Includes FSI Installation) | C | - | 0 | (M) | May be inoperative provided: a) Associated flightcrew / attendant rest is not used and personal items are removed, and b) Associated flightcrew / attendant rest door is locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit associated flightcrew / attendant rest inspections by crewmembers. | |
| -29-04 *** | Flightcrew / Attendant Rest Facilities (OFCR, OFAR, FCR, MDCR, MDFCR, LLAR) | | | | | | |
| -29-04-01 | Bunks | C | - | 0 | (M) | One or more may be inoperative provided: a) Affected bunk is placarded "INOPERATIVE – DO NOT USE", and b) Procedures are established and used to alert crewmembers that the bunk cannot be used. NOTE: No change from FAA MMEL | |
| -29-05 *** | Lower Lobe Attendant Rest (LLAR) Entrance Enclosure Door | C | - | 0 | (M) | May be inoperative provided: a) LLAR is not used and personal items are removed, and b) LLAR door is locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit LLAR inspections by crewmembers. | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 25-7 |
|--|----|--|------------------|--|
| System & Sequence Numbers | 1. | 2. | 3. | 4. |
| | | | Number Installed | Number Required for Dispatch |
| | | | | Remarks or Exceptions |
| 25 EQUIPMENT/FURNISHINGS | | | | |
| -41-01 Exterior Lavatory Door Ashtrays | | | | |
| -41-01-01 Passenger | | | | |
| -41-01-01A | A | - | - | Up to and including 50 percent may be missing or inoperative for 10 calendar days. |
| -41-01-01B | A | - | - | More than 50 percent may be missing or inoperative for 3 calendar days. |
| -41-03 Lavatory NO SMOKING Placards | B | - | - | May be missing provided the associated lavatory smoke detection system is operative. |
| -52-01 Lower Cargo Compartment Lining (Forward and Aft) | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -59-01 Main Deck Cargo Compartment Lining (777F) | | | | Deleted in Revision 8 Refer to FAA MMEL |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 25-8 |
|---|----|--|------------------|--|
| System & Sequence Numbers | 1. | 2. | 3. | 4. |
| | | | Number Installed | Number Required for Dispatch |
| | | | | Remarks or Exceptions |
| 25 EQUIPMENT/FURNISHINGS | | | | |
| -64-01 Megaphones (Passenger) | | | | |
| -64-01A | 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. |
| -64-01B | D | - | 0 | May be inoperative provided all crew members are on the flight deck. |
| -64-02 Portable Flashlights / Flashlight Holders | | | | |
| -64-02A | 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. |
| -64-02B | D | - | - | No change from FAA MMEL |
| -64-02C | | | | NOT APPLICABLE |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 25-9 | |
|---------------------------------|--|----|----|--|------------------------------|--|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 25 | EQUIPMENT/FURNISHINGS | | | | | | |
| -64-03 | Emergency Medical Equipment | | | | | | |
| -64-03-01 | First Aid Kit (FAK) and/or Associated Equipment | | | | | | |
| -64-03-01A | | 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. | |
| -64-03-01B | | | | | | NOT APPLICABLE | |
| -64-03-01-01 | 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) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The kit includes a list of its contents, c) An inventory is taken on the content of the kit prior to departure, and d) Procedures are established and used to alert crew members of: i) The missing or broken seal, and ii) The need to perform an inventory under proviso c). | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 25-10 | |
|---|---|----|----|--|--|-----------------------|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 25 EQUIPMENT/FURNISHINGS | | | | | | | |
| -64-03 Emergency Medical Equipment (cont'd) | | | | | | | |
| -64-03-02 *** Emergency Medical Kit (EMK) and/or Associated Equipment | | | | | | | |
| -64-03-02A | 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. | | |
| -64-03-02B | 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. | | |
| -64-03-02-01 Emergency Medical Kit Seal | B | - | - | (O) | The seal affixed on the exterior of the emergency medical kit may be missing or broken provided: a) The emergency medical kit is fully equipped, b) The kit includes a list of its contents, c) An inventory is taken on the content of the kit prior to departure, and d) Procedures are established and used to alert crew members of: i) The missing or broken seal, and ii) The need to perform an inventory under proviso c). | | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | | |
|--|--|--|----|------------------------------|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 25-11 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 25 EQUIPMENT/FURNISHINGS | | | | | |
| -64-03 Emergency Medical Equipment (cont'd) | | | | | |
| -64-03-03 *** Automated External Defibrillators (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. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 26-1 |
|---|----|--|---------------------|--|
| System & Sequence Numbers | 1. | 2. | 3. Number Installed | 4. Number Required for Dispatch |
| | | | | 4. Remarks or Exceptions |
| 26 FIRE PROTECTION | | | | |
| -13-01 Lavatory Smoke Detection Systems | | | | |
| -13-01-01 Passenger | | | | |
| -13-01-01A | C | - | - | (M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, and d) In-flight service waste bags are not stored in the lavatory. NOTE: No change from FAA MMEL |
| -13-01-01B | 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 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. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 26-2 | |
|---|---|--|----|------------------|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 26 FIRE PROTECTION | | | | | |
| -13-01 Lavatory Smoke Detection Systems (cont'd) | | | | | |
| -13-01-02 777F | C | - | 0 | (O) | For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> 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. |
| -14-01 *** Lower Lobe Attendant Rest (LLAR) Smoke Detection System | C | 1 | 0 | (M)(O) | May be inoperative provided: <ul style="list-style-type: none"> a) LLAR shutoff valve is deactivated closed, b) LLAR is empty, c) LLAR door is locked and placarded "INOPERATIVE – DO NOT ENTER", and d) LLAR is not used for any purpose. NOTE: These provisions are not intended to prohibit LLAR inspections by crewmembers. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 26-3 |
|--|----|--|------------------|--|
| System & Sequence Numbers | 1. | 2. | 3. | 4. |
| | | | Number Installed | Number Required for Dispatch |
| | | | | Remarks or Exceptions |
| 26 FIRE PROTECTION | | | | |
| -14-02 Flight Crew Rest (FCR) *** Smoke Detection Systems | C | - | 0 | (M)(O) May be inoperative provided: a) Associated FCR smoke detection system is deactivated, b) FCR is empty, c) FCR door is locked and placarded "INOPERATIVE – DO NOT ENTER", and d) FCR is not used for any purpose. NOTE: These provisions are not intended to prohibit FCR inspections by crewmembers. |
| -14-02-01 Two Bunk FCR – Bunk Smoke Detectors | C | 2 | 1 | (M)(O) One may be inoperative provided: a) Affected bunk is placarded "INOPERATIVE – DO NOT USE", and b) Procedures are established and used to alert crew members. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | | | Revision No. 08 | | Page: | |
|---------------------------|--|----|----|---------------------|------------------------------|--|--|
| BOEING 777 | | | | Date: Feb. 14, 2024 | | 26-4 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 26 | FIRE PROTECTION | | | | | | |
| -14-03 *** | Main Deck Crew Rest (MDCR) / Main Deck Flight Crew Rest (MDFCR) Smoke Detection System | C | 1 | 0 | (M)(O) | May be inoperative provided: a) Smoke detection system is deactivated, b) MDCR / MDFCR is empty, c) MDCR / MDFCR door is locked and placarded "INOPERATIVE – DO NOT ENTER", and d) MDCR / MDFCR is not used for any purpose. NOTE: These provisions are not intended to prohibit MDCR / MDFCR inspections by crewmembers. | |
| -14-03-01 | Bunk Smoke Detectors (MDCR) | C | 4 | 2 | (M)(O) | One or two may be inoperative provided: a) Affected bunk(s) is placarded "INOPERATIVE – DO NOT USE", and b) Procedures are established and used to alert crew members. | |
| -14-04 *** | Overhead Flight Crew / Attendant Rest Smoke Detection Systems | C | 2 | 0 | (M)(O) | May be inoperative provided: a) Inoperative smoke detection system is deactivated, b) Rest area is empty, c) Rest area door is locked and placarded "INOPERATIVE – DO NOT ENTER", and d) Rest area is not used for any purpose. NOTE: These provisions are not intended to prohibit crew rest inspections by crewmembers. | |
| -14-04-01 | Bunk Smoke Detectors | C | - | 0 | (M) | One or more may be inoperative provided: a) Affected bunk is placarded "INOPERATIVE – DO NOT USE", and b) Procedures are established and used to alert crew members. | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 26-5 | |
|---|--|--|----|------------------|---|
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 26 FIRE PROTECTION | | | | | |
| -14-04 Overhead Flight Crew / *** Attendant Rest Smoke Detection Systems (cont'd) | | | | | |
| -14-04-02 Common Area Smoke Detectors | | | | | |
| -14-04-02-01 Overhead Flight Crew Rest (OFCR) | | C | - | 0 | (M) May be inoperative provided: a) OFCR is empty, b) OFCR door is locked and placarded "INOPERATIVE – DO NOT ENTER", and c) OFCR is not used for any purpose. |
| -14-04-02-02 Overhead Flight Attendant Rest (OFAR) | | C | - | 0 | (M) May be inoperative provided: a) OFAR is empty, b) OFAR door is locked and placarded "INOPERATIVE – DO NOT ENTER", and c) OFAR is not used for any purpose. |
| -14-04-03 *** Aisle Smoke Detectors (OFAR) | | C | - | 0 | (M) May be inoperative provided: a) OFAR is empty, b) OFAR door is locked and placarded "INOPERATIVE – DO NOT ENTER", and c) OFAR is not used for any purpose. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 26-6 |
|--|----|--|------------------|--|
| System & Sequence Numbers | 1. | 2. | 3. | 4. |
| | | | Number Installed | Number Required for Dispatch |
| | | | | Remarks or Exceptions |
| 26 FIRE PROTECTION | | | | |
| -14-05 Overhead Flight Crew / *** Attendant Rest Smoke Detection Systems (FSI Installation) | C | 2 | 0 | (M)(O) May be inoperative provided: a) Inoperative smoke detection system is deactivated, b) Rest area is empty, c) Rest area door is locked and placarded "INOPERATIVE – DO NOT ENTER", and d) Rest area is not used for any purpose. NOTE: These provisions are not intended to prohibit crew rest inspections by crewmembers. |
| -14-05-01 Bunk Smoke Detectors | | | | |
| -14-05-01-01 Overhead Flight Crew Rest (OFCR) | C | 2 | 0 | (M)(O) May be inoperative provided: a) Affected bunk is placarded "INOPERATIVE – DO NOT USE", and b) Procedures are established and used to alert crew members. |
| -14-05-01-02 Overhead Attendant Rest (OHAR) Forward and Aft Bunks | C | 2 | 0 | (M)(O) May be inoperative provided: a) Affected bunk is placarded "INOPERATIVE – DO NOT USE", and b) Procedures are established and used to alert crew members. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 26-7 | |
|---------------------------------|--|----|--|------------------|------------------------------|---|
| System & Sequence Numbers | | 1. | 2. | Number Installed | | |
| | | | | 3. | Number Required for Dispatch | |
| | | | | | 4. | Remarks or Exceptions |
| 26 | FIRE PROTECTION | | | | | |
| -14-05 *** | Overhead Flight Crew / Attendant Rest Smoke Detection Systems (FSI Installation) (cont'd) | | | | | |
| -14-05-02 | Common Area Smoke Detector | | | | | |
| -14-05-02-01 | Overhead Flight Crew Rest (OFCR) | C | 1 | 0 | (M) | May be inoperative provided: a) OFCR is empty, b) OFCR door is locked and placarded “INOPERATIVE – DO NOT ENTER”, and c) OFCR is not used for any purpose. |
| -14-05-02-02 | Overhead Attendant Rest (OHAR) | C | 1 | 0 | (M) | May be inoperative provided: a) OHAR is empty, b) OHAR door is locked and placarded “INOPERATIVE – DO NOT ENTER”, and c) OHAR is not used for any purpose. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | | Revision No. 08 | | Page: | |
|---------------------------|---|----|---------------------|------------------|------------------------------|---|
| BOEING 777 | | | Date: Feb. 14, 2024 | | 26-8 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | | |
| | | | | 3. | Number Required for Dispatch | |
| | | | | | 4. | Remarks or Exceptions |
| 26 | FIRE PROTECTION | | | | | |
| -16-01 | Lower Cargo Compartment Smoke Detection Systems (Forward and Aft) (Passenger) | | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -16-02 | Lower Cargo Compartment Smoke Detection Systems (777F) | | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -16-03 | Main Deck Cargo Compartment Smoke Detection Systems (777F) | | | | | Deleted in Revision 8 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: 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) Appropriate performance adjustments are applied, 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. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|---|--|--|----|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 26-9 |
| System & Sequence Numbers | | 1. | 2. | Number Installed |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 26 FIRE PROTECTION | | | | |
| -21-02 Fire Extinguishing Squib Test System | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -23-01 Lower Cargo Compartment Fire Extinguisher Bottles | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -23-02 Lower Cargo Compartment Fire Extinguisher Flow Valves (Forward or Aft) | | | | Deleted in Revision 8 Refer to FAA MMEL |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 26-10 | |
|---|---|--|----|------------------|---|
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 26 FIRE PROTECTION | | | | | |
| -24-01 Lavatory Fire Extinguisher Systems | | | | | |
| -24-01-01 Passenger | | | | | |
| -24-01-01B | | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -24-01-01C | 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. |
| -24-01-02 777F | 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 inoperative. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|---------------------------------------|----|--|------------------|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 26-11 |
| System & Sequence Numbers | 1. | 2. | 3. | 4. |
| | | | Number Installed | Number Required for Dispatch |
| | | | | 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. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | Revision No. 03 Date: June 17, 2014 | | Page: 27-1 |
|--|----|----|--|------------------------------|--|
| System & Sequence Numbers | 1. | 2. | Number Installed | | |
| | | | 3. | Number Required for Dispatch | |
| | | | | 4. | Remarks or Exceptions |
| 27 FLIGHT CONTROLS | | | | | |
| -21-02 Rudder Trim Indicator | C | 1 | 0 | (O) | May be inoperative provided, prior to each flight, the rudder trim is: a) Visually checked for full, free and correct movement, and b) Confirmed neutral. |
| -21-03 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. |
| -41-01 Control Wheel Pitch Trim Switches | C | 2 | 1 | | One may be inoperative for the pilot not flying provided the alternate pitch trim system is operative. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | Revision No. 03 Date: June 17, 2014 | | Page: 31-1 |
|--|----|----|--|------------------------------|--|
| System & Sequence Numbers | 1. | 2. | Number Installed | | |
| | | | 3. | Number Required for Dispatch | |
| | | | | 4. | Remarks or Exceptions |
| 31 INDICATING / RECORDING SYSTEMS | | | | | |
| -31-01 Flight Data Record (FDR) System | 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. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|---|----|--|------------------|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 33-1 |
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 33 LIGHTS | | | | |
| -11-01 Flight Compartment and Instrument Lighting System | C | - | - | No change from FAA MMEL |
| | C | - | 0 | May be inoperative for day operations. |
| -24-01 Passenger Information Signs (Passenger) | | | | |
| -24-01A | C | - | - | No change from FAA MMEL |
| -24-01B | C | - | - | No change from FAA MMEL |
| -24-01C | | | | NOT APPLICABLE |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | Revision No. 06 Date: Feb. 15, 2018 | | Page: 34-1 |
|---------------------------------|--|----|--|------------------------------|--|
| System & Sequence Numbers | 1. | 2. | Number Installed | | |
| | | | 3. | Number Required for Dispatch | |
| | | | | 4. | Remarks or Exceptions |
| 34 | NAVIGATION | | | | |
| -31-01 | Instrument Landing System (ILS) | C | 3 | - | Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative. |
| -46-01 | Ground Proximity Warning System (GPWS) | | | | |
| -46-01-01 | GPWS Function | A | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days. |
| -46-01-01-01 | 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. |
| -46-01-01-03 | Advisory Callouts (Mode 6) | | | | |
| -46-01-01-03A | | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| -46-01-01-03B | | | | | Removed. |
| -46-01-02 | Windshear Alert Mode Function (Reactive)(Mode 7) | | | | |
| -46-01-02B | | B | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|---|----|--|------------------|--|
| Aircraft: BOEING 777 | | Revision No. 07 Date: Aug. 19, 2020 | | Page: 34-2 |
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 34 NAVIGATION | | | | |
| -51-01 VOR Navigation Systems | C | - | - | Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative. |
| -53-01 ATC Transponder / Automatic Altitude Reporting Systems | | | | |
| -53-01B | C | 2 | 0 | No change from FAA MMEL |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | | | Revision No. 08 | | Page: | |
|--|---|----|----|---------------------|---|-----------------------|--|
| BOEING 777 | | | | Date: Feb. 14, 2024 | | 34-3 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | | | |
| | | | | 3. | Number Required for Dispatch | | |
| | | | | | 4. | Remarks or Exceptions | |
| 34 NAVIGATION | | | | | | | |
| -61-01 Flight Management Computing Systems (FMCS) | | | | | | | |
| -61-01-03 Navigation Databases | | | | | | | |
| -61-01-03A | 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. | | |
| -61-01-03B | 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. | | |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 34-4 | |
|--|---|--|----|------------------|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 34 NAVIGATION | | | | | |
| -61-01 Flight Management Computing Systems (FMCS) (cont'd) | | | | | |
| -61-01-03 Navigation Databases (cont'd) | | | | | |
| -61-01-03C | 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. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 06 Date: Feb. 15, 2018 | | Page: 35-1 | |
|--|---|--|----|------------------|--|
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 35 OXYGEN | | | | | |
| -11-01 Crew Oxygen System | | | | | |
| -11-01-01 | C | 1 | 0 | (M) | No change from FAA MMEL |
| Crew Oxygen Pressure Indication System | | | | | |
| -21-01 Passenger Oxygen System (Chemical or Gaseous) (Passenger) | | | | | |
| -21-01A | B | 1 | 0 | (O) | May be inoperative provided: |
| | | | | | a) Minimum Enroute Altitude (MEA) does not exceed 13,000 ft above MSL, |
| | | | | | b) Both air conditioning packs operate normally, |
| | | | | | c) Pressurization system operates normally, |
| | | | | | d) Both engine bleed systems operate normally, |
| | | | | | e) Flight remains at or below FL 250, |
| | | | | | f) Portable oxygen units are provided for all crew members and 10% of the passengers; for half an hour (supplemental oxygen), and |
| | | | | | g) 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. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 03 Date: June 17, 2014 | | Page: 35-2 |
|---|----|--|------------------|---|
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 35 OXYGEN | | | | |
| -21-02 Passenger Oxygen Service Units (Passenger) | D | - | - | (M)(O) May be inoperative with no flight altitude restriction provided: a) Affected seat or banks of seats are blocked and placarded INOPERATIVE to prevent occupancy, b) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative unit, and c) Units at assigned flight attendant locations are operative. |
| -21-02-01 Flight Attendant Oxygen Service Units (Passenger) | B | - | - | May be inoperative provided the flight attendant seat is considered inoperative. Refer to MMEL 25-25-01. |
| -21-02-02 Lavatory Oxygen Service Units (Passenger) | | | | |
| -21-02-02A | C | - | - | (M)(O) May be inoperative provided: a) The lavatory is not used for any purpose, and b) The lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER". NOTE: This does not preclude storage of in-flight service waste bags in the associated lavatory. |
| -21-02-02B | C | - | 0 | May be inoperative provided the aircraft is not operated above FL 250. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | | Revision No. 03 Date: June 17, 2014 | | Page: 35-3 |
|---------------------------------------|--|----|--|------------------|---|
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | | 4. Remarks or Exceptions |
| 35 | OXYGEN | | | | |
| -21-05 *** | Crew / Attendant Rest Oxygen Modules (Passenger) | | | | |
| -21-05-01 | Seat Modules | | | | |
| -21-05-01A | C | - | - | | No change from FAA MMEL |
| -21-05-01B | C | - | - | (M)(O) | One or more may be inoperative and associated bunk may be occupied provided a portable oxygen bottle with mask attached is available for the associated bunk occupant. NOTE: Portable oxygen bottle must be properly secured at the associated seat. |
| -21-05-02 | Bunk Modules | | | | |
| -21-05-02A | C | - | - | | No change from FAA MMEL |
| -21-05-02B | C | - | - | (M)(O) | One or more may be inoperative and associated bunk may be occupied provided a portable oxygen bottle with mask attached is available for the associated bunk occupant. NOTE: Portable oxygen bottle must be properly secured in the associated bunk. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 35-4 |
|---------------------------------|--|--|------------------|---|
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 35 | OXYGEN | | | |
| -31-01 | Portable Oxygen Dispensing Units (or Equivalent) (Bottle and Mask) | D | - | - (M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment. |
| -31-02 | Portable Protective Breathing Equipment (PBE) | D | - | - (M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative protective breathing equipment unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|--|--|--|----|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 36-1 |
| System & Sequence Numbers | | 1. | 2. | Number Installed |
| | | | | 3. Number Required for Dispatch |
| | | | | 4. Remarks or Exceptions |
| 36 PNEUMATIC | | | | |
| -11-01 Pressure Regulating and Shutoff Systems (PRSOV, PRSOVC) | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -11-02 High Pressure Shutoff Valves (HPSOV) | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -11-03 Intermediate Pressure Check Valves (IPCV) | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -22-01 Manifold Temperature Sensing Systems | | | | Deleted in Revision 8 Refer to FAA MMEL |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|---------------------------------------|--|---|----|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. dd 2024 | | Page: 38-1 |
| System & Sequence Numbers | | 1. | 2. | Number Installed |
| | | | | 3. Number Required for Dispatch |
| | | | | 4. Remarks or Exceptions |
| 38 WATER/WASTE | | | | |
| -10-01 Potable Water Systems | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -30-01 Waste Water Systems | | | | Deleted in Revision 8 Refer to FAA MMEL |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: | | | Revision No. 08 | | Page: | |
|---------------------------------|--|----|---------------------|------------------|------------------------------|---|
| BOEING 777 | | | Date: Feb. 14, 2024 | | 52-1 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | | |
| | | | | 3. | Number Required for Dispatch | |
| | | | | | 4. | Remarks or Exceptions |
| 52 | DOORS | | | | | |
| -09-01 | Rigid Cargo Barrier (RCB) Door Seals (777F) | | | | | Deleted in Revision 8 Refer to FAA MMEL |
| -11-01 | Main Entry Doors / Slides | | | | | |
| -11-01-01 | Passenger | | | | | |
| -11-01-01A | | A | - | - | (M)(O) | One door / slide may be inoperative or slide missing 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, deactivated, or secured, c) A conspicuous placard indicating that the exit is inoperative is attached to the exit in accordance with NOTE 2, d) Emergency exit signs and lights associated only with the inoperative exit are obscured (NOTE 3), e) Flight crew members and flight attendants are advised of the nature (emergency exit and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected exit, though opposite exit may be used, f) Passenger capacity limitations and blocked seating layouts are developed by the air carrier and approved by Transport Canada (NOTE 4) for inclusion in the carrier's MEL, |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|--|----|--|------------------|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 52-2 |
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 52 DOORS | | | | |
| -11-01 Main Entry Doors / Slides (cont'd) | | | | |
| -11-01-01 Passenger (cont'd) | | | | |
| -11-01-01A (cont'd) | | | | <ul style="list-style-type: none"> g) Restricted seating areas are clearly indicated by blocking with barrier tape prior to passenger boarding (NOTES 5 and 6), h) Main passenger aisle(s), cross aisles (if applicable), and exit access areas are not blocked, i) A video pre-departure safety briefing that includes emergency exits is not conducted. The live pre-departure briefing must include: <ul style="list-style-type: none"> i) Identification of the inoperative exit, ii) Instructions that the affected exit is not to be used, iii) Instructions regarding the most appropriate evacuation routing, and iv) Identification of the area which is prohibited from use during takeoff and landing. j) Persons other than assigned flight attendants are not seated in the blocked area for taxi, takeoff and landing, k) A flight attendant is stationed at the emergency exit opposite to the inoperative exit during take-off and landing (NOTE 7), and |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|--|----|--|------------------|--|
| Aircraft: BOEING 777 | | Revision No. 05 Date: Oct. 20, 2015 | | Page: 52-3 |
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 52 DOORS | | | | |
| -11-01 Main Entry Doors / Slides (cont'd) | | | | |
| -11-01-01 Passenger (cont'd) | | | | |
| -11-01-01A (cont'd) | | | | |
| | | | | <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> <p>NOTE 2: The placard shall consist of the following (or approved equivalent):</p> <p>a) 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.</p> <p>b) The following text below the disc – “NO EXIT” “SORTIE INUTILISABLE” in red letters at least 3.5 cm in height on a white background.</p> <p>c) The placard shall be affixed by a means that will prevent it from being dislodged under the dynamic forces expected during an emergency landing (AWM 525.561 or equivalent depending on certification basis). It must not obscure the emergency exit window.</p> <p>NOTE 3: Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.</p> |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|--|--|--|----|---|
| Aircraft: BOEING 777 | | Revision No. 03 Date: June 17, 2014 | | Page: 52-4 |
| System & Sequence Numbers | | 1. | 2. | Number Installed |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 52 DOORS | | | | |
| -11-01 Main Entry Doors / Slides (cont'd) | | | | |
| -11-01-01 Passenger (cont'd) | | | | |
| -11-01-01A (cont'd) | | | | |
| | | | | 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” dated 93.04.02. In addition to the foregoing, a review of the cabin interior layout shall be conducted in order to identify appropriate zonal division lines. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|---|----|--|------------------|--|
| Aircraft: BOEING 777 | | Revision No. 03 Date: June 17, 2014 | | Page: 52-5 |
| System & Sequence Numbers | 1. | 2. | Number Installed | |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 52 DOORS -11-01 Main Entry Doors / Slides (cont'd) -11-01-01 Passenger (cont'd) -11-01-01A (cont'd) | | | | <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, whoever 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: 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"> i) Carrier ii) Aircraft type, series and registration iii) Location of aircraft iv) Date v) Exit involved |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | |
|---|--|--|----|---|
| Aircraft: BOEING 777 | | Revision No. 03 Date: June 17, 2014 | | Page: 52-6 |
| System & Sequence Numbers | | 1. | 2. | Number Installed |
| | | | 3. | Number Required for Dispatch |
| | | | 4. | Remarks or Exceptions |
| 52 DOORS | | | | |
| -11-01 Main Entry Doors / Slides (cont'd) | | | | |
| -11-01-01 Passenger (cont'd) | | | | |
| -11-01-01A (cont'd) | | | | |
| | | | | vi) Seating capacity, number of passengers offloaded and number of passengers carried |
| | | | | vii) Cause (including occupation of person involved) and nature of occurrence |
| | | | | viii) Point in itinerary (departure, arrival, servicing, maintenance) |
| | | | | ix) When and where repairs made |
| | | | | x) Corrective action taken (e.g. training, procedures, design) to preclude recurrence |
| | | | | xi) Number of hours inoperative |
| | | | | xii) Flight itinerary to repair base |
| | | | | xiii) Estimated cost (including details) if relief had not been available |
| | | | | xiv) Cumulative total of occurrences per 1000 departures. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | | |
|---|--|--|----|-----------------------------|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 52-7 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 52 DOORS | | | | | |
| -11-01 Main Entry Doors / Slides (cont'd) | | | | | |
| -11-01-01 Passenger (cont'd) | | | | | |
| -11-01-01B | | A | - | - | (M)(O) One door/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 oppose 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. 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. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| Aircraft: BOEING 777 | | Revision No. 04 Date: Feb. 20, 2015 | | Page: 52-8 |
|---|----|--|------------------|--------------------------------|
| System & Sequence Numbers | 1. | 2. | 3. | 4. |
| | | | Number Installed | Number Required for Dispatch |
| | | | | Remarks or Exceptions |
| 52 DOORS | | | | |
| -51-02 Boeing Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Passenger) | A | 1 | 0 | (M)(O) No change from FAA MMEL |
| -51-02-05 Pressure Rate-of-Change Sensing Module | | 1 | 1 | Must be operative. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

| | | | | | |
|---|---|--|----|-----------------------------|--|
| Aircraft: BOEING 777 | | Revision No. 08 Date: Feb. 14, 2024 | | Page: 77-1 | |
| System & Sequence Numbers | | 1. | 2. | Number Installed | |
| | | | | 3. | Number Required for Dispatch |
| | | | | 4. | Remarks or Exceptions |
| 77 ENGINE INDICATING | | | | | |
| -31-01 Engine Vibration Monitor Systems | | | | | |
| -31-01A (non-ETOPS) | C | 2 | 1 | (M) | One may be inoperative provided an approved maintenance reliability program (which includes engine vibration monitoring) is in place. |
| -31-01B (ETOPS) | A | 2 | 1 | (M) | One may be inoperative for one flight day provided an approved maintenance reliability program (which includes engine vibration monitoring) is in place. |