



Transport  
Canada

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**TRANSPORT CANADA**

**MMEL SUPPLEMENT**

**TO**

**BOEING 787**

**MASTER MINIMUM EQUIPMENT LIST**

DocuSigned by:

*Jason Christopher Randall*

043E458EB4D44B5...

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

**November 01, 2023**  
**Revision: 10**

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01	Aug. 01, 2014	I, II, III, IV, V, VI, 27-1, 33-3	
02	Mar. 11, 2015	I, II, III, IV, V, VI, 23-1, 33-1, 33-2, 34-1, 44-4	
03	May 13, 2015	I, II, III, IV, V, VI	
04	Oct. 20, 2015	I, II, III, IV, V, VI, 23-1, 44-2, 44-3, 50-1, 52-9	
05	Apr. 28, 2016	I, II, III, IV, V, VI, 33-3, 35-3	
06	Dec. 15, 2017	I, II, III, IV, V, VI, 23-1	
07	May 11, 2018	I, II, III, IV, V, VI, 23-1, 77-1	
08	July 11, 2019	I, II, III, IV, V, VI, 25-6, 34-2	
09	Dec. 08, 2020	I, II, III, IV, V, VI, 25-3, 25-5, 25-6, 33-2, 33-3, 33-4, 38-2	
10	Nov. 01, 2023	I thru VII, 21-1, 23-1, 23-2, 23-3, 25-1 thru 25-7, 26-1 thru 26-5, 31-2, 31-3, 31-4, 33-1, 33-2, 34-1 thru 34-4, 35-1, 35-5, 35-6, 38-1, 44-2, 44-3, 50-1, 52-1, 52-2, 52-4 thru 52-9	

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## **Reasons for Changes**

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- General**    ➤ Alignment with:
- FAA MMEL Revision 18
  - MMEL Guidance Book (GB) Revision 8
- Date formatting changes (from DD MMM YYYY to MMM DD, YYYY) have been made throughout the document without the use of revision bars.
- ATA 21**    Deleted Note at the beginning of page 21-1.
- 23-24-02**    Added -01 as per FAA MMEL.
- 23-24-04**    New item with relief based on GB item 25-60-1.
- 23-51-01**    Revised -02 as per GB item 23-50-1.
- 25-00-01**    Revised as per GB item 25-20-1. Removed relief for Passenger Convenience Items.
- 25-11-02**    Revised -01 as per GB item 25-10-3. (M) indicated in the GB is not required as the B787 First Observer Seat is not stowable or retractable.
- 25-25-01**    Reformatted as per FAA MMEL. Aligned dispatch conditions of -01A and -02 with FAA MMEL. Added -01B to indicate the relief case is not applicable to Canadian operators.
- 25-41-01**    Deleted Note.
- 25-41-05**    New item as per GB item 25-40-2.
- 25-64-01**    Added -01 as per FAA MMEL.
- 25-64-02**    Added -01 as per FAA MMEL.
- 25-64-03**    Added dispatch conditions to -01 (AED) as per GB item 25-60-4.
- ATA 26**    Deleted Note at the beginning of page 26-1.
- 26-13-01**    Revised as per GB item 26-10-6.
- 26-17-01**    Added proviso a) as per FAA MMEL. Revised proviso d) as per GB item 26-10-4.
- 26-24-01**    Revised as per GB item 26-20-3.
- 31-61-01**    Revised to indicate “No change from FAA MMEL” in provisos where no difference exists from FAA MMEL.
- 31-61-14**    Added sub-item title to -01, -02, and -03 as per FAA MMEL.
- 33-11-01**    Revised Repair Interval Category of second relief case as per GB item 33-10-1.
- 33-24-01**    Revised to indicate “No change from FAA MMEL” for A and B, and “NOT APPLICABLE” for C, as per GB item 33-20-2.
- 33-42-01**    Deleted. Refer to FAA MMEL.
- 33-51-01**    Revised first relief as per GB item 33-50-2.
- 33-51-02**    Revised first relief to indicate No-Go for the entire system inoperative.
- 34-24-01**    Deleted. Refer to FAA MMEL.
- 34-31-04**    New item as per GB item 34-50-1.

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- 34-42-03** Deleted. Refer to FAA MMEL.
- 34-42-05** Revised as per GB item 34-40-2.
- 34-61-01** Revised -01 as per GB item 34-50-1.
- 35-21-01** Reformatted into two relief cases A and B. New relief case B applies to non-passenger carrying operations.
- 35-31-01** Revised item title as per FAA MMEL.
- 35-31-02** Revised item title as per FAA MMEL.
- 38-10-01** Deleted. Refer to FAA MMEL.
- 38-30-01** Deleted. Refer to FAA MMEL.
- 44-14-01** Revised as per GB item 23-40-1.
- 44-14-02** Deleted. Refer to FAA MMEL.
- 50-11-01** Deleted. Refer to FAA MMEL.
- 52-11-01** Deleted Note 2 from relief case A and Note 3 from relief case B as they do not apply to the B787.
- 52-11-02** Deleted. Refer to FAA MMEL.

## **Introduction**

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This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Boeing 787 aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 18, or later applicable revision).

The information contained herein supersedes the existing FAA MMEL only for those items listed herein. For items not contained in this Supplement, consult the FAA approved MMEL.

Operating and/or maintenance procedures referred to in this Supplement are the same as those supporting the FAA MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement and not indicated in the FAA Approved MMEL must be provided by the operator.

The FAA MMEL has entries where the “Remarks or Exceptions” column makes reference to applicable 14 CFR. Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.

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

Comments and inquiries should be directed to:

Transport Canada  
Chief, Flight Test - AARDC  
National Aircraft Certification

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21     AIR CONDITIONING				NOTE: Deleted in Revision 10

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22	AUTO FLIGHT					
11-01	Autoflight Function	B	1	0	No change from FAA MMEL	
11-08	Control Wheel Autopilot Disconnect Switches					
11-08A		C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) The pilot flying has the operative disconnect.	
11-08B		B	2	0	No change from FAA MMEL	

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23 COMMUNICATIONS						
24-02 Emergency Locator Transmitter (ELT) (Fixed)						
24-02A	A	1	-	(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.	
24-02B					NOT APPLICABLE	
24-02C	D	1	0		No change from FAA MMEL	
24-02D	D	1	0		No change from FAA MMEL	
24-02-01 Remote ELT Switch	D	1	0		No change from FAA MMEL	

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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	-	(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.	
24-04-01B					NOT APPLICABLE	
24-04-01C	D	1	0		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	No change from FAA MMEL	
24-04-02	ADT Trigger Unit (ATU)					
24-04-02A	A	1	-	(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	

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23	COMMUNICATIONS						
24-04	Aircraft Autonomous Distress Tracking (ADT) System (cont'd)						
24-04-02	ADT Trigger Unit (ATU) (cont'd)						
24-04-02C		D	1	0		No change from FAA MMEL	
24-04-02D		D	1	0		No change from FAA MMEL	
51-01	Audio Control Panels (ACP)						
51-01-01	First Officer's Audio Control Panel	B	1	0	(O)	First officer's audio control panel may be inoperative provided: a) First observer's audio control panel operates normally, b) OBS AUDIO selector operates normally, and c) First observer's seat is not required to be occupied by a person in an official capacity.  NOTE: Any function that operates normally may be used.	
51-01-02	First Observer's Audio Control Panel	D	1	0		May be inoperative provided procedures do not require its use.	
51-01-03	Network Channels					No change from FAA MMEL	
51-01-04	MIC / CALL Lights					No change from FAA MMEL	
51-01-05	Receiver Lights					No change from FAA MMEL	

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25	EQUIPMENT/ FURNISHINGS						
00-01 ***	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.	
11-02	Observer Seats						
11-02-01	First Observer Seat (Including Associated Equipment)	D	1	0		May be inoperative provided procedures do not require its use.	
11-02-02	Second Observer Seat (Including Associated Equipment)	D	1	0		May be inoperative provided procedures do not require its use.	

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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		No change from FAA MMEL	
25-01-01B						NOT APPLICABLE	
25-01-02	Excess Flight Attendant Seats	D	-	-		No change from FAA MMEL	
25-02	Passenger Seats						
25-02-01	Passenger Seats (Includes all Configurations and Locations)	D	-	-		No change from FAA MMEL 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	-	-		No change from FAA MMEL	
25-02-02B		C	-	-		No change from FAA MMEL	
25-02-03 to 25-02-07						No change from FAA MMEL	

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25 EQUIPMENT/ FURNISHINGS				
41-01 Exterior Lavatory Ashtrays				
41-01A	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 days.
41-01B	A	-	-	More than 50 percent may be missing or inoperative for 3 days.
41-05 Lavatory NO SMOKING Placards	B	-	-	May be missing provided the associated lavatory smoke detection system is operative.

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25 EQUIPMENT/ FURNISHINGS							
64-01 Megaphones							
64-01A	Passenger Configuration	D	-	-	(M)(O)	Any in excess of those required by regulations may be inoperative or missing provided: a) The inoperative megaphone is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the megaphone and its installed location are placarded INOPERATIVE, b) Required distribution is maintained, and c) Procedures are established and used to alert crew members of inoperative or missing megaphones.	
64-01B	All Cargo Configuration	D	-	0		May be inoperative provided all crew members are on the flight deck.	
64-01-01 ***	Tamper Seals or Tags	C	-	-		No change from FAA MMEL	

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25 EQUIPMENT/ FURNISHINGS							
64-02 Flashlight Holder Assemblies (Including Flashlight)							
64-02-01	Flashlights	C	-	0	(O)	May be inoperative or missing provided each inoperative or missing crew member flashlight is replaced with a flashlight of equivalent characteristics readily available.	
64-02-02	Holders	C	-	0	(M)(O)	May be inoperative or missing provided alternate stowage provisions are provided.	
64-02-01	Tamper Seals or Tags	C	-	-		No change from FAA MMEL	
***							
64-03 Emergency Medical Equipment							
64-03-01	Automatic 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.	
***							
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.	

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25 EQUIPMENT/ FURNISHINGS											
64-03 Emergency Medical Equipment (cont'd)											
64-03-02 Emergency Medical Kit (EMK) and/or Associated Equipment (cont'd)											
64-03-02B				A	-	0	(O)	May be incomplete or missing provided: a) The kit is sealed in 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 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							
64-03	Emergency Medical Equipment (cont'd)							
64-03-03	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.		
64-03-03-01	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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26      FIRE PROTECTION		4. Remarks or Exceptions  <div style="text-align: center; padding-top: 20px;">           NOTE:            Deleted in Revision 10         </div>		

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26 FIRE PROTECTION				
13-01 Lavatory Smoke Detection Systems				
13-01A	C	- 0	(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: These provisos are not intended to prohibit lavatory use or inspections by crew members.
13-01B	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 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.
13-01-01 Lavatory Call Light Smoke Detected Function	C	- 0		No change from FAA MMEL

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26	FIRE PROTECTION						
17-01	Wheel Well Fire Detection System	B	1	0	(M)(O)	May be inoperative provided: a) Use of flaps 20 for takeoff is prohibited, b) Brakes are inspected before each flight and are cool to the touch, c) Landing gear is left extended for a minimum of ten minutes after takeoff, d) Appropriate performance adjustments are applied, and e) 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.	
17-01-01	Wheel Well Fire Temperature Detectors	C	12	8		No change from FAA MMEL	
24-01	Lavatory Waste Compartment Fire Extinguishing Systems						
24-01A		C	-	0	(O)	No change from FAA MMEL	

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26 FIRE PROTECTION				
24-01 Lavatory Waste Compartment Fire Extinguishing Systems (cont'd)				
24-01B	C	-	0	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER",</li> <li>c) (where applicable) Access to waste receptacle must be secured closed and placarded "INOPERATIVE - DO NOT USE", and</li> <li>d) Lavatory is used only by crew members.</li> </ul> <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.</p>
24-01C	C	-	0	(O) May be inoperative for non-passenger carrying operations provided: <ul style="list-style-type: none"> <li>a) Crew members are the only occupants of the aircraft, and</li> <li>b) Crew members have been briefed as to which lavatory fire extinguisher system(s) is/are inoperative.</li> </ul>

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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 or flight deck 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 and the flight deck, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.	

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			4. Remarks or Exceptions				
27 FLIGHT CONTROLS							
11-02	Alternate Control Wheel Position Transducers	B	2	0			
41-01	Control Wheel Pitch Trim Switches	C	2	1		One may be inoperative for the pilot not flying provided the alternate pitch trim switch operates normally.	
41-02	Alternate Pitch Trim Switch	B	1	0		No change from FAA MMEL	

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31 INDICATING/RECORDING SYSTEMS				
31-01 Digital Voice-Data Recorder Systems				
31-01-01 Cockpit Voice Recorder (CVR) Functions				
31-01-01A	C	2	1	
31-01-01B	A	2	0	No change from FAA MMEL
31-01-02 Flight Data Recorder (FDR) Functions				
31-01-02A	C	2	1	
31-01-02B	A	2	0	May be inoperative provided: a) At least one Cockpit Voice Recorder (CVR) function is operative, and b) Repairs are made within three flight days.
31-01-02-01 FDR Recording Parameters required by regulations	A	-	-	Up to three recording parameters may be inoperative provided: a) At least one Cockpit Voice Recorder (CVR) function is operative, and b) Repairs are made within 20 calendar days.

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31	INDICATING/RECORDING SYSTEMS						
31-01	Digital Voice-Data Recorder Systems (cont'd)						
31-01-02	Flight Data Recorder (FDR) Functions (cont'd)						
31-01-02-02	FDR Recording Parameters not required by regulations	A	-	-		No change from FAA MMEL	
31-01-03	Datalink Recorder (DLR) Functions						
31-01-03A		C	2	1			
31-01-03B		A	2	0		No change from FAA MMEL	
31-01-04	Recorder Independent Power Supply	C	1	0			
61-01	Display Units (DU)						
61-01-01	Lower DU	A	1	0		May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) Repairs are made within three flight days.	

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31 INDICATING/RECORDING SYSTEMS							
61-01 Display Units (DU) (cont'd)							
61-01-02	Left Inboard DU	A	1	0	(M)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, d) No change from FAA MMEL, e) No change from FAA MMEL, f) No change from FAA MMEL, g) Left HUD operates normally, and h) Repairs are made within one flight day.	
61-01-03	Left Outboard DU	A	1	0	(M)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, d) No change from FAA MMEL, e) No change from FAA MMEL, f) No change from FAA MMEL, g) Left HUD operates normally, and h) Repairs are made within one flight day.	

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31 INDICATING/RECORDING SYSTEMS							
61-01 Display Units (DU) (cont'd)							
61-01-04	Display Unit Brightness/Contrast Controls	C	5	0		No change from FAA MMEL	
61-14 Head-Up Display (HUD) Systems							
61-14A		C	2	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Display units operate normally. NOTE: Any mode which operates normally may be used.	
61-14B		D	2	0		May be inoperative provided: a) Procedures do not require its use, and b) Display units operate normally.	
61-14-01 ***	Low Visibility Takeoff Function					No change from FAA MMEL	
61-14-02	Declutter Switches	C	2	0		No change from FAA MMEL	
61-14-03	Brightness (BRT) Controls	C	2	0		No change from FAA MMEL	

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33	LIGHTS			
11-01	Flight Compartment Illumination System			
11-01A	C	-	-	No change from FAA MMEL
11-01B	C	-	0	May be inoperative for day operations.
11-01-01	STORM Switch ON Light	C	1	0
24-01	Passenger Information Signs			
24-01A	C	-	-	No change from FAA MMEL
24-01B	C	-	-	No change from FAA MMEL
24-01C				NOT APPLICABLE
24-01-01	Flight Deck Automatic Function	C	-	0
42-01	Landing and Taxi Lights			Deleted in Revision 10 Refer to FAA MMEL
51-01	Emergency Lights System	A	1	0
51-01-01	Main-Aisle Overhead Emergency Lights	C	-	-
51-01-02	Cross-Aisle Overhead Emergency Lights	C	-	-

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33 LIGHTS						
51-02 Floor Proximity Lighting Systems			1	1	Must be operative	
51-02-01 Seat-Mounted Proximity Lights		C	-	-	No change from FAA MMEL	
51-02-02 Main-Aisle Monument Mounted Proximity Lights		C	-	-	No change from FAA MMEL	
51-02-03 Cross-Aisle Monument Mounted Proximity Lights		C	-	-	No change from FAA MMEL	
51-02-04 Exit Identifiers						
51-02-04-01 Door 1		C	4	2	No change from FAA MMEL	
51-02-04-02 Door 2 and Door 3		C	8	4	No change from FAA MMEL	
51-02-04-03 Door 4		C	4	2	No change from FAA MMEL	
51-02-05 Photoluminescent Escape Path Marking System ***		C	-	-	No change from FAA MMEL	

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					4. Remarks or Exceptions		
34	NAVIGATION						
24-01	Integrated Standby Flight Display (ISFD)					Deleted in Revision 10 Refer to FAA MMEL	
31-04	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.	
42-03	ATC Transponder/Automatic Altitude Reporting Systems					Deleted in Revision 10 Refer to FAA MMEL	
42-05	Ground Proximity Warning System (GPWS)						
42-05A		D	2	1			
42-05B		A	2	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
42-05-01	Advisory Callouts (Mode 6)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	

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			4. Remarks or Exceptions	
34 NAVIGATION				
42-05 Ground Proximity Warning System (GPWS) (cont'd)				
42-05-02 Windshear Alert Mode (Reactive) (Mode 7)				
42-05-02A	D	2	1	
42-05-02B	C	2	0	No change from FAA MMEL
42-05-02C	B	2	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.
42-05-03 Terrain Awareness Function				
42-05-03A	C	2	1	
42-05-03B	B	2	0	

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34 NAVIGATION							
61-01	Flight Management Function	C	3	2			
61-01-01 Navigation Databases							
61-01-01A		C	3	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.	
61-01-01B		C	3	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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34 NAVIGATION						
61-01 Flight Management Function (cont'd)						
61-01-01 Navigation Databases (cont'd)						
61-01-01C	A	3	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.	

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					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 Power Channels	C	18	9		No change from FAA MMEL

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			4. Remarks or Exceptions				
35 OXYGEN							
21-02 Passenger Oxygen Controllers							
21-02A		D	-	-	(M)(O)	May be inoperative provided: a) Affected seats or banks of seats are blocked and placarded INOPERATIVE to prevent occupancy, b) No more than two consecutive banks of seats and their adjacent banks of seats have inoperative controllers, and c) Units at assigned flight attendant locations are operative.	
21-02B		B	-	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.	

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35 OXYGEN				
21-02 Passenger Oxygen Controllers (cont'd)				
21-02-01 Lavatory Oxygen Controllers				
21-02-01A	C	-	1	(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.
21-02-01B	C	-	0	May be inoperative provided the aircraft is not operated above FL 250.
21-02-02 Galley Oxygen Controllers	C	-	0	(M) May be inoperative provided associated galley area curtain nearest operative oxygen controllers is secured open or removed.
21-03 Passenger Oxygen Automatic Presentation System	B	1	0	May be inoperative provided: a) The alternate flight deck deployment system is operative, and b) Flight remains at or below FL 300.

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			4. Remarks or Exceptions	
35 OXYGEN				
21-05 OFCR/OFAR Oxygen Controllers ***				
21-05-01 Seat/Bunk Controllers				
21-05-01A	C	-	0	No change from FAA MMEL
21-05-01B	C	-	0	(M)(O) One or more may be inoperative and associated bunk may be occupied provided a portable oxygen bottle with mask attached is available for the associated bunk occupant.  NOTE: Portable oxygen bottle must be properly secured in the associated bunk.

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35 OXYGEN				
31-01	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	- (M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Required distribution of operative units is maintained throughout the aircraft,</li> <li>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</li> <li>c) Procedures are established and used to alert crew members of inoperative or missing equipment.</li> </ul>

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System & Sequence Numbers		1.	2. Number Installed	
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			4. Remarks or Exceptions	
35 OXYGEN				
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"> <li>a) Required distribution of operative units is maintained throughout the aircraft,</li> <li>b) The 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</li> <li>c) Procedures are established and used to alert crew members of inoperative or missing equipment.</li> </ul>

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System & Sequence Numbers		1.	2. Number Installed	
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38 WATER/WASTE				
10-01 Potable Water Systems			Deleted in Revision 10 Refer to FAA MMEL	
30-01 Waste Water Systems			Deleted in Revision 10 Refer to FAA MMEL	

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44 CABIN SYSTEMS							
12-01 Passenger Address System							
12-01A	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: Any station function(s) that operates normally may be used.		
12-01B	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.		
12-01-01 Lavatory Speakers	C	-	-		No change from FAA MMEL		
12-01-02 Cabin Speakers	C	-	-		No change from FAA MMEL		

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44 CABIN SYSTEMS							
14-01 Cabin Interphone Systems							
14-01-01 Flight Deck to Cabin, Cabin to Flight Deck Functions							
14-01-01A	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.		
14-01-01B	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.		

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44	CABIN SYSTEMS					
14-01	Cabin Interphone Systems (cont'd)					
14-01-02	Cabin to Cabin Functions					
14-01-02A		B	-	-		No change from FAA MMEL
14-01-02B		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.
14-01-03	Flight Deck to Ground/ Ground to Flight Deck Function (Includes Nose Gear Flight Interphone Jack)					
14-01-03A		C	1	0	(O)	May be inoperative provided alternate procedures are established and used.
14-01-03B		D	1	0		May be inoperative provided procedures are not dependent on its use.
14-02	Cabin Interphone Alerting Systems					Deleted in Revision 10 Refer to FAA MMEL

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50	CARGO & ACCESSORY COMPARTMENTS			
11-01	Lower Cargo Compartment Linings		Deleted in Revision 10 Refer to FAA MMEL	

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			4. Remarks or Exceptions	
52 DOORS				
11-01 Passenger Entry Doors/Slides				
11-01A	A	8	7	(M)(O) One may be inoperative or slide missing provided: <ul style="list-style-type: none"> <li>a) Affected door is not used for passenger loading,</li> <li>b) Affected door is verified closed, latched and locked prior to each flight. Inoperative slide must be removed or deactivated or secured,</li> <li>c) Conspicuous placard indicating that door is inoperative is attached to door in accordance with Note 1,</li> <li>d) Emergency exit signs and lights associated only with inoperative door are obscured,</li> <li>e) Flight crew members and flight attendants are advised of the nature (door and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected door, though opposite door may be used,</li> <li>f) Passenger capacity limitations and blocked seating layouts are developed by the air carrier and approved by Transport Canada (Note 2) for inclusion in the carrier's MEL,</li> </ul>

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52 DOORS						
11-01 Passenger Entry Doors/Slides (cont'd)						
11-01A (cont'd)	A	8	7	g) Restricted seating areas are clearly indicated by blocking with barrier tape prior to passenger boarding (Notes 3 and 4), h) Main passenger aisle(s) and exit access areas are not blocked, i) A video pre-departure safety briefing that includes emergency exits is not conducted. The live pre-departure briefing must include: 1. Identification of the inoperative door, 2. Instructions that the affected door is not to be used, 3. Instructions regarding the most appropriate evacuation routing, and 4. Identification of the area which is prohibited from use during takeoff and landing. j) Persons other than assigned flight attendants are not seated in blocked area for taxi, takeoff and landing, k) A flight attendant is stationed at the door opposite to inoperative door during takeoff and landing (Note 5),		

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52	DOORS							
11-01	Passenger Entry Doors/Slides (cont'd)							
11-01A	(cont'd)	A	8	7				

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		4. Remarks or Exceptions		
52 DOORS				
11-01 Passenger Entry Doors/Slides (cont'd)				
11-01A (cont'd)	A	8	7	<p>NOTES: (cont'd)</p> <p>2. Any application for MEL relief of this item must be accompanied by all supporting data including a configuration drawing indicating the seats that will be blocked. The request for relief must be submitted to the MEL approval authority for approval coordination.</p> <p>3. If infrangible, the barrier tape must be removed after passenger boarding and after the announcement that the indicated areas are prohibited from use. If frangible, the tape may remain in place for takeoff and landing but must easily tear so as not to become a means of entanglement during an evacuation.</p>

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52 DOORS				
11-01 Passenger Entry Doors/Slides (cont'd)				
11-01A (cont'd)		A	8	7
			<p>NOTES: (cont'd)</p> <p>4. 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.</p> <p>5. A flight attendant may be stationed at the inoperative door during taxi, takeoff and landing.</p>	

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			4. Remarks or Exceptions	
52 DOORS				
11-01 Passenger Entry Doors/Slides (cont'd)				
11-01A (cont'd)	A	8	7	<p>NOTES: (cont'd)</p> <p>6. 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 certification basis.</p> <p>7. Weight and balance manifest must be revised as necessary to ensure proper loading limits are observed.</p> <p>8. 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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System & Sequence Numbers	1.	2. Number Installed		
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			4. Remarks or Exceptions	
52 DOORS				
11-01 Passenger Entry Doors/Slides (cont'd)				
11-01A (cont'd)	A	8	7	<p>NOTES: (cont'd)</p> <p>9. 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"> <li>a) carrier</li> <li>b) aircraft type, series and registration number</li> <li>c) location of aircraft</li> <li>d) date</li> <li>e) door involved</li> <li>f) seating capacity, number of passengers offloaded and number of passengers carried</li> <li>g) cause (including occupation of person involved) and nature of occurrence</li> <li>h) point in itinerary (departure, arrival, servicing, maintenance)</li> <li>i) when and where repairs made</li> <li>j) corrective action taken (e.g. training, procedures, design) to preclude recurrence</li> </ul>

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		3. Number Required for Dispatch		
			4. Remarks or Exceptions	
52 DOORS				
11-01 Passenger Entry Doors/Slides (cont'd)				
11-01A (cont'd)	A	8	7	NOTES: (cont'd) k) number of hours inoperative l) flight itinerary to repair base m) estimated cost (including details) if relief had not been available. n) cumulative total of occurrences per 1000 departures
11-01B	A	8	7	(M)(O) One may be inoperative or slide missing provided: a) Only aircraft crew are carried, b) Affected door is verified closed, latched and locked prior to each flight, c) Aircraft crew are advised of the nature (door and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected door, though opposite door may be used, d) Conspicuous sign or placard, indicating that door is inoperative, is attached to door, e) Emergency exit signs and lights associated only with inoperative door are obscured, and

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52 DOORS				
11-01 Passenger Entry Doors/Slides (cont'd)				
11-01B (cont'd)		A	8	7
				f) Repairs are made within three flight days.
				NOTES:
				1. For the purpose of this item, "aircraft crew" means the operating crew members including flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members.
				2. The operator's MEL must state the maximum number of aircraft crew permitted.
-11-02 Passenger Entry Doors Pressure Stop Assemblies				Deleted in Revision 10 Refer to FAA MMEL

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			3. Number Required for Dispatch					
			4. Remarks or Exceptions					
77 ENGINE INDICATING								
31-01 Engine Vibration Monitoring Functions								
31-01A	Non-ETOPS	C	2	1	(M)	May be inoperative provided an approved maintenance reliability program (which includes engine vibration monitoring) is in place.		
31-01B	ETOPS	A	2	1	(M)	May be inoperative for one flight day provided an approved maintenance reliability program (which includes engine vibration monitoring) is in place.		