



Transport
Canada

Transports
Canada

TRANSPORT CANADA
MMEL SUPPLEMENT
TO
ATR72-201/-202/-212
MASTER MINIMUM EQUIPMENT LIST

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

**February 05, 2020
Revision: 05**

Canada

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| 00 | Sep. 07, 2016 | All | |
| 01 | Oct. 07, 2016 | I to VII, 21-2 to 21-8, 21-12, 24-1, 25-8 to 25-10, 25-12, 25-13, 27-2, 33-2, 34-1, 34-2, 34-4 to 34-6, 35-1, 36-1, 36-2, 38-1, 52-1 | |
| 02 | May 30, 2018 | I to VI, 21-2 to 21-13, 27-2, 32-1, 34-7 to 34-10, 36-1, 36-2, 52-1, 52-2, 61-1, 73-1, 77-1 | |
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Reasons for Changes

- 21-30-01 Revised proviso to indicate "valves" instead of "valve".
- 21-31-04 Revised provisos in sub-items -01 and -03 to accept EASA MMEL.
Added (O) in sub-item -02 as per EASA MMEL.
- 22-16-04 Revised repair interval from "B" to "-".
- 22-18-02 Revised note to match EASA MMEL.
- 23-22-01 Removed "C" repair interval option.
- 23-24-01 Removed item from TCS. Accepted EASA MMEL.
- 26-30-01 Revised title to match EASA MMEL.
- 30-31-03 Removed (O) and added (M) to match EASA MMEL.
- 34-14-01 Revised repair interval from "C" to "B".
- 34-33-01 Revised to align with Canadian requirements.
- 34-48-02 Added (O) to match EASA MMEL.
- 34-52-01 Revised proviso.
- 34-52-02 Removed item from TCS. Accepted EASA MMEL.
- 34-52-03 Removed item from TCS. Accepted EASA MMEL.
- 34-52-04 Removed item from TCS. Accepted EASA MMEL.
- 34-57-01 Removed sub-items -03 and -04 because they were removed from the EASA MMEL.
- 34-58-01 Removed item from TCS. Accepted EASA MMEL.
- 46-25-01 Added (M) as per EASA MMEL.
- 77-11-01 Revised title and # installed from "2" to "4" as per EASA MMEL.

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the EASA Approved MMEL for the ATR72-201/-202/-212 aircraft.

The ATR72-211 has not been type certified in Canada and is not included in this document.

This MMEL Supplement must be used in conjunction with the EASA Approved MMEL (Revision 3 dated June 2019, or later applicable revision).

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

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

The EASA Approved MMEL has entries where the “Remarks or Conditions” column states “as required by regulations”. 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 EASA Approved MMEL are also used. Items that have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test - AARDC
National Aircraft Certification

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| System & Sequence Numbers | 1. | 2. | Number Installed | | |
| | | | 3. Number Required for Dispatch | | |
| | | | 4. Remarks or Exceptions | | |
| 21 AIR CONDITIONING | | | | | <p>NOTE: The following NOTE applies whenever an MMEL item contains a proviso requiring the associated cargo compartment remain empty: “NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.”</p> |
| 22-02 Ventilation Shutoff System (STC SA11-55) | | | | | |
| 01 Passenger and Combi Configurations | C | 1 | 0 | | May be inoperative provided all ventilation shutoff valves are confirmed in the open position. |
| | C | 1 | 0 | (O) | May be inoperative in the closed or “IN TRANS” position provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, b) Extended overwater flight is prohibited, and c) Forward cargo compartment remains empty. |

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| ATR72-201/-202/-212 | | Date: May 30, 2018 | | 21-2 | |
| System & Sequence Numbers | 1. | 2. | Number Installed | | |
| | | | 3. | Number Required for Dispatch | |
| | | | 4. | Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | | |
| 22-02 | Ventilation Shutoff System (STC SA11-55) (cont'd) | | | | |
| 02 | Cargo Configuration | C | 1 | 0 | (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, b) Extended overwater flight is prohibited, and c) All cargo compartments remain empty. |
| 23-01 | Overboard Valve | | | | |
| | Aircraft not incorporating STC SA11-55, SA16-7, or SA16-79 | C | 1 | 0 | (O) No change from EASA MMEL. |
| | | C | 1 | 0 | (M) No change from EASA MMEL. |
| | Aircraft incorporating STC SA11-55, SA16-7, or SA16-79 | | | | |
| 01 | Passenger and Combi Configurations (STC SA11-55) | C | 1 | 0 | (O) Automatic mode may be inoperative provided that: a) Manual mode is checked operative before each departure, b) Flight is conducted in order to maintain $\Delta P \leq 1$ PSI, and c) Forward cargo compartment remains empty. |

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| System & Sequence Numbers | | 1. | 2. | 3. Number Installed | |
| | | | | 3. Number Required for Dispatch | |
| | | | | 4. Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | | |
| 23-01 | Overboard Valve (cont'd) | | | | |
| | Aircraft incorporating STC SA11-55, SA16-7, or SA16-79 (cont'd) | | | | |
| 01 | Passenger and Combi Configurations (STC SA11-55) (cont'd) | C | 1 | 0 | (M) May be inoperative provided: a) It is deactivated, b) Extended overwater flight is prohibited, c) Flight level is limited to FL 170, d) FLOW selector is considered inoperative, and e) Forward cargo compartment remains empty. |
| 02 | Cargo Configuration (STC SA11-55, SA16-7, or SA16-79) | C | 1 | 0 | (O) Automatic mode may be inoperative provided that: a) Manual mode is checked operative before each departure, b) Flight is conducted in order to maintain $\Delta P \leq 1$ PSI, and c) All cargo compartments remain empty. |
| | | C | 1 | 0 | (M) May be inoperative provided: a) It is deactivated, b) Extended overwater flight is prohibited, c) Flight level is limited to FL 170 d) FLOW selector is considered inoperative, and e) All cargo compartments remain empty. |

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| System & Sequence Numbers | | 1. | 2. | 3. Number Installed Number Required for Dispatch | |
| | | | | 4. Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | | |
| 23-02 | Underfloor Valve | | | | |
| | Aircraft not incorporating STC SA11-55, SA16-7, or SA16-79 | C | 1 | 0 | (O) No change from EASA MMEL. |
| | Aircraft incorporating STC SA11-55, SA16-7, or SA16-79 | | | | |
| 01 | Passenger and Combi Configurations (STC SA11-55) | C | 1 | 0 | (O) May be inoperative in closed position provided: a) Exhaust mode is selected to OVBD, b) Extended overwater flight is prohibited, c) Flight level is limited to FL 170, and d) Forward cargo compartment remains empty. |
| 02 | Cargo Configuration (STC SA11-55, SA16-7 or SA16-79) | C | 1 | 0 | (O) May be inoperative in closed position provided: a) Exhaust mode is selected to OVBD, b) Extended overwater flight is prohibited, c) Flight level is limited to FL 170, and d) All cargo compartments remain empty. |

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| | | | | 3. Number Required for Dispatch | |
| | | | | 4. Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | | |
| 23-03 | Extract Fan | | | | |
| | Aircraft not incorporating STC SA11-55 | | | | |
| 01 | Passenger Configuration | C | 1 | 0 | (O) No change from EASA MMEL. |
| 02 | Cargo configuration | | 1 | 1 | No change from EASA MMEL. |
| | Aircraft incorporating STC SA11-55 | | | | |
| 01 | Passenger and Combi Configurations | C | 1 | 0 | (O) May be inoperative provided: a) Exhaust mode is selected to OVBD, b) Extended overwater flight is prohibited, c) Flight level is limited to FL 170, and d) Forward cargo compartment remains empty. |

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| | | | | 3. Number Required for Dispatch | |
| | | | | 4. Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | | |
| 23-03 | Extract Fan (cont'd) | | | | |
| | Aircraft incorporating STC SA11-55 (cont'd) | | | | |
| 02 | Cargo Configuration | C | 1 | 0 | (O) May be inoperative provided: a) Exhaust mode is selected to OVBD, b) Extended overwater flight is prohibited, c) Flight level is limited to FL 170, and d) All cargo compartments remain empty. |

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| | | | | 3. Number Required for Dispatch | |
| | | | | 4. Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | | |
| 30-01 | Pressurization System | | | | |
| | Aircraft not incorporating STC SA11-55, SA16-7, or SA16-79 | | | | |
| 01 | Passenger Configuration | C | 1 | 0 | (O)(M) The pressurization system (automatic and/or manual modes) may be inoperative for a non pressurized flight at or below 10,000 ft MSL provided that the outflow valves are secured in open position if manual mode is inoperative. |
| 02 | Cargo Configuration | C | 1 | 0 | (O)(M) The pressurization system (automatic and/or manual modes) may be inoperative for a non pressurized flight at or below 10,000 ft MSL provided: a) No change from EASA MMEL, and b) No change from EASA MMEL. |
| | Aircraft incorporating STC SA11-55 | | | | |
| 01 | Passenger and Combi Configurations | C | 1 | 0 | (O)(M) May be inoperative in automatic and/or manual modes provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, and b) Forward cargo compartment remains empty. |

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| | | | | 4. Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | | |
| 30-01 | Pressurization System (cont'd) | | | | |
| | Aircraft incorporating STC SA11-55 (cont'd) | | | | |
| 02 | Cargo Configuration | C | 1 | 0 | (O)(M) May be inoperative in automatic and/or manual modes provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, and b) All cargo compartments remain empty. |
| | Aircraft incorporating STC SA16-7 or SA16-97 | C | 1 | 0 | (O)(M) May be inoperative in automatic and/or manual modes provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, b) All cargo compartments remain empty, and c) Extended overwater flight is prohibited. |
| 31-03 | Electropneumatic Outflow Valve | C | 1 | 0 | (M) No change from EASA MMEL. |

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| 21 | AIR CONDITIONING | | | | |
| 31-04 | CABIN PRESS Indication | | | | |
| | Aircraft not incorporating STC SA11-55, SA16-7, or SA16-79 | | | | |
| 01 | ALT | C | 1 | 0 | (O) No change from EASA MMEL. |
| | | D | 1 | 0 | (O) May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 ft MSL. |
| 02 | RATE | C | 1 | 0 | (O) May be inoperative provided all other instruments and functions of the pressurization system operate normally. |
| | | D | 1 | 0 | (O) May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 ft MSL. |
| 03 | Pressure | C | 1 | 0 | (O) No change from EASA MMEL. |
| | | D | 1 | 0 | (O) May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 ft MSL. |

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| | | | 4. Remarks or Exceptions | | |
| 21 AIR CONDITIONING | | | | | |
| 31-04 CABIN PRESS Indication (cont'd) | | | | | |
| Aircraft incorporating STC SA11-55, SA16-7, or SA16-79 | | | | | |
| 01 ALT | C | 1 | 0 | (O) | May be inoperative provided: a) DIFF indication operates normally, and b) Chart is provided to convert DIFF indication to cabin altitude. |
| | D | 1 | 0 | (O) | May be inoperative provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, b) [All Pax/Combi] Forward cargo compartment remains empty, and c) [All Cargo] All cargo compartments remain empty. |
| 02 RATE | C | 1 | 0 | | May be inoperative provided all other instruments and functions of the pressurization system operate normally. |
| | D | 1 | 0 | (O) | May be inoperative provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, b) [All Pax/Combi] Forward cargo compartment remains empty, and c) [All Cargo] All cargo compartments remain empty. |

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| | | | 5. Remarks or Exceptions | | |
| 21 AIR CONDITIONING | | | | | |
| 31-04 CABIN PRESS Indication (cont'd) | | | | | |
| Aircraft incorporating STC SA11-55, SA16-7, or SA16-79 (cont'd) | | | | | |
| 03 Pressure | C | 1 | 0 | (O) | May be inoperative provided: a) ALT indication operates normally, and b) Chart is provided to convert ALT indication to cabin differential pressure. |
| | D | 1 | 0 | (O) | May be inoperative provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, b) [All Pax/Combi] Forward cargo compartment remains empty, and c) [All Cargo] All cargo compartments remain empty. |

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| System & Sequence Numbers | | 1. | 2. | 3. Number Installed Number Required for Dispatch | |
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| 21 | AIR CONDITIONING | | | | |
| 50-01 | Pack | | | | |
| | Aircraft not incorporating STC SA11-55, SA16-7, or SA16-79 | C | 2 | 1 | (O) No change from EASA MMEL. |
| | Aircraft incorporating STC SA11-55, SA16-7, or SA16-79 | | | | |
| 01 | Passenger and Combi Configurations (STC SA11-55) | C | 2 | 1 | (O) One may be inoperative provided: a) Flight level is limited to FL 170, and b) Forward cargo compartment remains empty. |
| 02 | Cargo Configuration (STC SA11-55, SA16-7, or SA16-79) | C | 2 | 1 | (O) One may be inoperative provided: a) Flight level is limited to FL 170, and b) All cargo compartments remain empty. |
| 51-01 | Pack Valve | C | 2 | 1 | (O)(M) No change from EASA MMEL. |
| 51-02 | Pack FAULT Alert | C | 2 | 1 | (O) No change from EASA MMEL. |

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| System & Sequence Numbers | | 1. | 2. | 3. Number Installed | |
| | | | | 4. Number Required for Dispatch | |
| | | | | 4. Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | | |
| 61-01 | Pack AUTO Temperature Control | C | 2 | 1 | (O) No change from EASA MMEL. |
| | | C | 2 | 1 | No change from EASA MMEL. |
| 61-02 | Pack MAN Temperature Control | C | 2 | 1 | No change from EASA MMEL. |
| | | C | 2 | 1 | No change from EASA MMEL. |
| 63-03 | Cargo Vent Air Flow Shut-Off Valve (STC SA16-7 or SA16-79) | C | 1 | 0 | May be inoperative provided all cargo compartments remain empty. |

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| | | | 4. | Remarks or Exceptions | |
| 22 | AUTOMATIC FLIGHT CONTROL SYSTEM | | | | |
| 16-04 | Autopilot Quick Disconnect (Quick Release Control) | C | 2 | 1 | (M) One may be inoperative provided: a) Autopilot function 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. |
| | | - | 2 | 0 | No change from EASA MMEL. |
| 18-02 | Flight Director Function | C | 1 | 0 | (O) Except where enroute operations require its use, may be inoperative provided: a) Approach procedures are not dependent on its use, b) Autopilot is considered inoperative, c) Windshear escape guidance is considered inoperative, and d) If installed, takeoff and/or go-around switches are considered inoperative. NOTE: No change from EASA MMEL. |

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| | | | 4. Remarks or Exceptions | | |
| 22 AUTOMATIC FLIGHT CONTROL SYSTEM | | | | | |
| 36-02 Autopilot Disconnect Aural Alert | B | 1 | 0 | | No change from EASA MMEL. |
| | B | 1 | 0 | (O) | May be inoperative provided: a) Both AP OFF lights are checked operative prior to each departure, and b) Autopilot function is not used below 1,500 ft AGL. |

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| | | | | 4. | Remarks or Exceptions |
| 23 | COMMUNICATIONS | | | | |
| 12-01 VHF System | D | - | 2 | Any in excess of those required by regulations may be inoperative provided: a) It is not powered by a standby or emergency bus, and b) It is not required for emergency procedures. | |
| | B | 2 | 1 | No. 2 VHF transceiver may be inoperative provided HF is installed and operative. NOTE: If ACARS is installed, VHF3 must not be counted in the number of VHF required by regulations. | |
| | Sub-items (02) through (05) | | | | |
| | No change from EASA MMEL. | | | | |
| 15-01 Satellite Communication (SATCOM) System (STC SA11-17) | D | 1 | 0 | (O)(M) May be inoperative. | |
| 22-01 SELCAL (if installed) | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |

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| | | | 3. | Number Required for Dispatch | |
| | | | | 4. | Remarks or Exceptions |
| 23 | COMMUNICATIONS | | | | |
| 24-01 | ACARS (if installed) | | | | Deleted. Refer to EASA MMEL. |
| 26-01 | Automated Flight Information Reporting System (AFIRS 228) (STC SA12-35) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | 1 | 0 | May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used. |
| 01 | SATCOM | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | 1 | 0 | May be inoperative provided procedures do not require its use. |

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| | | | 4. Remarks or Exceptions | | |
| 23 | COMMUNICATIONS | | | | |
| 31-01 | Passenger Address System | | | | |
| 01 | Passenger Configuration | 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, c) Megaphone is readily available and operative, and d) Operations are conducted with no less than one flight attendant for every 40 passengers or at least two flight attendants are on board. <p>NOTE: Any station function(s) that operates normally may be used.</p> |
| 02 | Cargo Configuration | D | 1 | 0 | May be inoperative provided all crew members are on the flight deck. |
| 03 | Non-Passenger Carrying Operations | 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. |

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| | | | 4. Remarks or Exceptions | | |
| 23 | COMMUNICATIONS | | | | |
| 31-02 | Pre-recorded Announcement (Passenger Briefing System) (if installed) | | | | |
| 01 | Passenger and Combi Configurations | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| 02 | Cargo Configuration | D | 1 | 0 | May be inoperative provided all crew members are on the flight deck. |
| 44-01 | Interphone System | | | | |
| 01 | Ground Call Horn | C | 1 | 0 | (O) No change from EASA MMEL. |
| 02 | Flight Deck to Flight Deck | - | - | - | Refer to items 23-50-01, 23-50-02, and 23-50-03. |
| 03 | Flight Deck to Cabin / Cabin to Flight Deck | B | - | 1 | (O) May be inoperative provided: <ul style="list-style-type: none"> a) An operative flight deck/cabin interphone system (two way) is at an operative cabin attendant seat, b) The Passenger Address system is verified operative prior to each flight, and c) Alternate communications procedures are established and used. NOTE: Any station function(s) that operates normally may be used. |

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| | | | 4. Remarks or Exceptions | | |
| 23 | | | COMMUNICATIONS | | |
| 44-01 | | | Interphone System (cont'd) | | |
| | | | 03 Flight Deck to Cabin / Cabin to Flight Deck (cont'd) | | |
| | 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. |
| | B | - | 0 | | May be inoperative provided all crew members are on the flight deck. |
| | B | - | 1 | (O) | May be inoperative provided: a) An operative cabin interphone system (two way) is at an operative cabin attendant seat, b) The Passenger Address system is verified operative prior to each flight, and c) Alternate communications procedures are established and used. |
| | | | | | NOTE: Any station function(s) that operates normally may be used. |

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| | | | 4. Remarks or Exceptions | | |
| 23 | COMMUNICATIONS | | | | |
| 44-01 | Interphone System (cont'd) | | | | |
| | 04 Cabin to Cabin (cont'd) | | | | |
| | A) Non-Passenger Carrying Operations | 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. |
| | B) Cargo Configuration | D | - | 0 | May be inoperative provided all crew members are on the flight deck. |
| | 05 Flight Crew to Ground / Ground to Flight Crew | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | 1 | 0 | May be inoperative provided procedures are not dependent on its use. |

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| | | | 4. Remarks or Exceptions | | |
| 23 COMMUNICATIONS | | | | | |
| 44-01 Interphone System (cont'd) | | | | | |
| 06 Alerting System | | | | | |
| A) Visual Alert (Flight Deck) | B | - | 0 | | May be inoperative provided the flight deck aural alert is operative. |
| B) Visual Alert (Cabin) | B | 1 | 0 | | May be inoperative provided: a) The PA system is operative, and b) Affected alert is not used for lavatory smoke detector alerting. |
| C) Aural Alert (Cabin) | B | 1 | 0 | | May be inoperative provided: a) The PA system is operative, and b) Affected alert is not used for lavatory smoke detector alerting. |
| 07 Handsets | | | | | |
| A) Flight Deck Handset | C | 1 | 0 | (O) | May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used. |
| | D | 1 | 0 | | May be inoperative provided routine procedures do not require its use. |

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| | | | | 4. Remarks or Exceptions | |
| 23 | COMMUNICATIONS | | | | |
| 44-01 | Interphone System (cont'd) | | | | |
| | 07 Handsets (cont'd) | | | | |
| | B) Cabin Handset(s) | B | - | - | (O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) Operative handset(s) is located at an operative cabin attendant seat, and c) Alternate communications procedures between the affected cabin attendant station(s) are established and used. NOTES: 1. An operative handset at an inoperative cabin attendant seat shall not be counted to satisfy the fifty percent requirement. 2. Any handset(s) function(s) that operates normally may be used. |
| | C) Cargo Compartment Handset(s) (Cargo configuration) | D | - | 0 | Handsets located in the cargo compartment may be inoperative or inaccessible provided compartment remains unoccupied. |

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| | | | | Remarks or Exceptions | |
| 23 | COMMUNICATIONS | | | | |
| 50-01 | Audio Control Panel | - | - | Must be operative for each person on flight deck duty including any person occupying the observer's seat in an official capacity. | |
| | 01 Observer Seat Panel | B | 1 | 0 | May be inoperative. |
| | | D | 1 | 0 | May be inoperative provided the seat is not required to be available in an official capacity for extended periods of time. |
| 50-04 | Boom Set | | | | |
| | 01 Headset Function | C | - | - | Headset function may be inoperative on any boom set provided alternate headset is installed, operative and used. |
| | 02 Microphone Function | A | - | 0 | One or more may be inoperative provided: a) Flight data recorder is operative, b) Hand microphone is installed, operative and used, and c) Repairs are made within three flight days. |

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| | | | | 4. Remarks or Exceptions | |
| 23 | COMMUNICATIONS | | | | |
| 50-05 | Cockpit Loudspeaker | C | 2 | 0 | May be inoperative provided: <ul style="list-style-type: none"> 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. |
| 71-01 | Cockpit Voice Recorder | A | 1 | 0 | May be inoperative provided: <ul style="list-style-type: none"> a) The Flight Data Recorder is operative, and b) Repairs are made within three flight days. |

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| System & Sequence Numbers | | 1. | 2. | 3. Number Installed Number Required for Dispatch | |
| | | | | 4. Remarks or Exceptions | |
| 24 | ELECTRICAL POWER | | | | |
| 21-03 | AC Generation Bus Tie Relay (BTR) | B | 1 | 0 | No change from EASA MMEL. |
| 30-01 | DC Generation (Generator and/or Related GCU) | | | | |
| | Without Mod 1603 | | 2 | 2 | Must be operative. |
| | With Mod 1603 | A | 2 | 1 | (O) No change from EASA MMEL. |
| 32-09 | Battery Start Bus Tie System (BSBT) (STC O-LSA18-011D) | C | 1 | 0 | (O)(M) May be inoperative provided: <ul style="list-style-type: none"> a) The BSBT is deactivated, b) BSBT annunciator TEST is checked operative prior to each departure, c) Emergency Battery and Main Battery charge condition MUST be checked prior to each departure, and d) The BSBT ON (amber) annunciator MUST be OFF prior to each departure. |

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| | | 4. Remarks or Exceptions | | | |
| 25 EQUIPMENT | | | | | |
| 11-02 Flight Deck Observer Seat | B | 1 | 0 | (M) | May be inoperative except when required by a person in an official capacity provided the seat is removed, stowed, or secured in the retracted position. |
| | D | 1 | 0 | (M) | May be inoperative provided: a) The seat is not required to be occupied in an official capacity for extended periods of time, and b) The seat is removed, stowed, or secured in the retracted position. |

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| | | | | 4. Remarks or Exceptions | |
| 25 EQUIPMENT | | | | | |
| 21-01 | Required Cabin Attendant Seat | B | - | 1 | (O)(M) One seat position may be inoperative provided: <ul style="list-style-type: none"> a) Affected seat position is not occupied, b) Cabin attendant(s) displaced by inoperative seat(s) occupies either an adjacent cabin attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to cabin attendant is placarded "FOR CABIN ATTENDANT USE ONLY". NOTES: <ul style="list-style-type: none"> 1. An automatic folding seat that will not stow automatically is considered inoperative. 2. A seat position with a missing or inoperative required component, such as safety belt (including shoulder harness) or headrest, renders the seat inoperative. |
| 01 | Cargo Configuration / Non-Passenger Carrying Operations | D | - | 0 | May be inoperative provided affected seat is not occupied. |

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| | | | 4. | Remarks or Exceptions | |
| 25 EQUIPMENT | | | | | |
| 21-02 Non-Required Cabin Attendant Seat | D | - | 0 | (M) | Seats in excess of requirements and not assigned to a cabin attendant may be inoperative provided they are not occupied, are placarded and are: <ul style="list-style-type: none"> a) Properly stowed, or b) Secured in the retracted position, or c) Removed. NOTES: <ul style="list-style-type: none"> 1. An automatic folding seat that will not stow automatically is considered inoperative. 2. A seat position with a missing or inoperative required component, such as safety belt (including shoulder harness) or headrest, renders the seat inoperative. |

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| | | Number Installed | Number Required for Dispatch | Remarks or Exceptions |
| 25 EQUIPMENT | | | | |
| 25-1 Passenger Convenience / NEF Item(s) | | | | <p>NOTES:</p> <ol style="list-style-type: none"> Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs. For operators with NEF defect rectification and control procedures, refer to sub-item 02 (NEF) only. |
| 01 Passenger Convenience Items | - | 0 | | <p>Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment, such as, but not limited to – galley equipment, movie equipment, ashtrays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included.</p> <p>(M) and (O) procedures may be required and included in the MEL.</p> <p>NOTES:</p> <ol style="list-style-type: none"> Exterior lavatory door ashtrays are not considered convenience items. Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded "INOPERATIVE - DO NOT USE". Movie equipment individual screens, if applicable, must be capable of being stowed. Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations is not considered a passenger convenience item. |

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| 25 EQUIPMENT | | | | |
| 25-1 Passenger Convenience / NEF Item(s) (cont'd) | | | | |
| 02 Non-Essential Equipment and Furnishings (NEF) | - | 0 | <p>May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's defect rectification and control procedures. The NEF policies are outlined in the operator's Maintenance Control Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p> <p>NOTE: Exterior lavatory door ashtrays are not considered NEF items.</p> | |

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| 25 | EQUIPMENT | | | | |
| 28-01 | Overhead Storage Bin(s) / Cabin and Galley Storage Compartments / Closets | C | - | - | (M) May be inoperative provided: a) Procedures are established and used to secure bins/compartments/closets CLOSED, b) Associated bin/compartment/closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected bin/compartment/closet is considered inoperative, and d) Affected bin/compartment/closet is not used for storage of any item(s) except for those permanently affixed. NOTES: 1. If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. 2. An inoperative lid/door latch renders the lid/door inoperative. |

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| 25 | EQUIPMENT | | | | |
| 28-01 | Overhead Storage Bin(s) / Cabin and Galley Storage Compartments / Closets (cont'd) | C | - | - | <p>(O)(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected bin/compartment/closet door(s) is removed, b) Associated bin/compartment/closet is not used for storage of any items, except those permanently affixed, c) Associated bin/compartment/closet is prominently placarded DO NOT USE, d) Procedures are established and used to alert crew members and passengers of inoperative bins/compartments/closets, and e) Passengers are briefed that associated bin/compartment/closet is not used. <p>NOTES:</p> <ul style="list-style-type: none"> 1. If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. 2. Any emergency equipment located in the associated compartment (permanently affixed) is available for use. 3. An inoperative lid/door latch renders the lid/door inoperative. |

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| 25 EQUIPMENT | | | | | |
| 31-01 Passenger Seats | | | | | |
| 01 | Passenger Seats | D | - | - | (M) No change from EASA MMEL. |
| 02 | Underseat Baggage Restraining Bars | C | - | - | (O) No change from EASA MMEL. |
| 03 | Passenger Seats Armrest | | | | |
| | A) Armrest with Recline Mechanism | D | - | - | (M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position. |
| | B) Armrest without Recline Mechanism | D | - | - | May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle. |
| 04 | Recline Mechanism | D | - | - | (M) May be inoperative and seat occupied provided seat is secured in the full upright position. |
| | | C | - | - | May be inoperative and seat occupied provided seat back is immovable in the full upright position. |

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| 25 | EQUIPMENT | | | | |
| 40-01 | Cabin Attendant Flashlights / Flashlight Holders | | | | |
| | 01 Flashlights | C | - | 0 | (O) May be inoperative or missing provided each inoperative or missing cabin attendant flashlight is replaced with a flashlight of equivalent characteristics readily available. |
| | 02 Holders | C | - | 0 | (O)(M) May be inoperative or missing provided alternate stowage provisions are provided. |
| 41-01 | Exterior Lavatory Door Ashtray | A | 1 | 0 | May be missing or inoperative for 10 calendar days. NOTE: Interior lavatory ashtrays are considered under passenger convenience items / NEF and are not required by regulations. |

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| | | | | Remarks or Exceptions | |
| 25 | EQUIPMENT | | | | |
| 45-01 | Portable Protective Breathing Equipment (if applicable) | D | - | - | (O)(M) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative 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. |
| 48-01 | Lavatory NO SMOKING Placards | B | - | - | May be missing provided the associated lavatory smoke detection system is operative. |

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| 25 | EQUIPMENT | | | | |
| 60-01 | ELT - Emergency Locator Transmitter | A | - | - | (M) As required by regulations (CAR 605.39). |
| | | D | - | - | Any in excess of those required may be inoperative. |
| 62-01 | Megaphones | D | - | - | (O)(M) 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. |
| | 01 All Cargo Operations | D | - | 0 | May be inoperative provided all crew members are on the flight deck. |
| 64-01 | Crash Axe | | 1 | 1 | Must be operative. |
| 64-02 | Lifejackets (if applicable) | C | - | - | Any in excess of those required by regulations may be inoperative or missing. |

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| | | | | 4. Remarks or Exceptions | |
| 25 EQUIPMENT | | | | | |
| 68-01 | First Aid Kit | 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. |
| | 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: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c). |
| 68-02 | Emergency Medical Kit | 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 | |
| 90-01 | | | | Cargo Compartment Restraint Components (STC SA11-55) | |
| 01 | 9G Barrier Net Assembly AE30-0275100 | C | 1 | 0 | May be inoperative provided cargo is not carried in cargo compartment. |
| 02 | Cargo Handling System 171000 End restraints (P/N 171003-501, 171003-1, 171005-1/-501) | C | 3 | 2 | May be inoperative provided pallet load is reduced as specified in the Weight & Balance Manual Supplement. |

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| 26 | FIRE PROTECTION | | | | <p>NOTE: The following NOTE applies whenever an MMEL item contains a proviso requiring the associated cargo compartment remain empty: “NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.”</p> |
| 10-05 | Forward Cargo Compartment Smoke Detection / Fire Suppression (SDFS) System (STC SA11-55) | C | 1 | 0 | (M) May be inoperative provided: a) Forward cargo compartment remains empty, and b) Fire suppression system is verified deactivated. |
| 01 | Detection Loop (A or B) | C | 2 | 1 | (O) One channel may be inoperative provided the operative channel is selected and verified to operate normally before each departure. |

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| 26 | FIRE PROTECTION | | | | |
| 10-05 | Forward Cargo Compartment Smoke Detection / Fire Suppression (SDFS) System (STC SA11-55) (cont'd) | | | | |
| | 02 Smoke Detectors | | | | NOTE: Confirm inoperative detectors by performing detector test from the CEU. |
| | A) 11 PYC / 0 PAX | C | 7 | 5 | (M) May be inoperative. |
| | B) 9 PYC / 14 PAX | C | 6 | 4 | (M) May be inoperative. |
| | C) 7 PYC / 22 PAX | C | 5 | 3 | (M) May be inoperative. |
| | D) 5 PYC / 34 PAX | C | 4 | 3 | (M) May be inoperative. |
| | E) 0 Pallet / 60 PAX | C | 1 | 0 | May be inoperative provided forward cargo compartment remains empty. |
| | 03 Fire Suppression | C | 1 | 0 | (O) May be inoperative, and cargo carried in forward cargo compartment, provided: a) No passengers are carried, b) All crew members are on the flight deck, and c) If required, the Fwd Smoke (Section 3) Cargo Configuration (0 PAX) procedure is used. |

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| 26 | FIRE PROTECTION | | | | |
| 15-01 | Cargo Smoke Alert | | | | |
| | Aircraft not incorporating STC SA11-55 | | | | |
| 01 | Passenger Configuration | C | - | 0 | May be inoperative provided cargo is not carried in associated compartment. |
| 02 | Cargo Configuration | C | - | 0 | May be inoperative provided cargo is not carried in any compartment. |
| | Aircraft incorporating STC SA11-55 | C | 1 | 0 | May be inoperative provided cargo is not carried in aft cargo compartment. |
| 17-01 | Toilet Smoke Detection System (if installed) | | | | |
| 01 | Passenger and Combi Configurations | C | 1 | 0 | (O)(M) The toilet smoke detection system may be inoperative provided: a) Toilet is not used by passengers for any purpose, b) Toilet waste receptacle is empty, c) Toilet door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", d) Access to waste receptacle from outside the toilet must be secured closed and placarded "INOPERATIVE - DO NOT USE", e) Toilet is used only by crew members, and f) In-flight service waste bags are not stored in the toilet. NOTE: The above-mentioned provisos are not intended to preclude crew member toilet inspections, which must be detailed in the (O) procedures. |

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| 26 FIRE PROTECTION | | | | | |
| 17-01 Toilet Smoke Detection System (cont'd) | | | | | |
| 02 Cargo Configuration | C | 1 | 0 | (O) | The toilet smoke detection system may be inoperative provided: a) Crew members have been briefed as to which toilet smoke detection system(s) is inoperative, and b) In-flight service waste bags are not stored in the toilet. NOTE: The above-mentioned provisos are not intended to preclude crew member toilet inspections, which must be detailed in the (O) procedures. |
| | D | 1 | 0 | (O)(M) | The toilet smoke detection system may be inoperative provided: a) Crew members have been briefed as to which toilet smoke detection system(s) is inoperative, b) The toilet is placarded, "INOPERATIVE - DO NOT ENTER", and c) In-flight service waste bags are not stored in the toilet. NOTE: The above-mentioned provisos are not intended to preclude crew member toilet inspections, which must be detailed in the (O) procedures. |

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| 26 | FIRE PROTECTION | | | | |
| 17-01 | Toilet Smoke Detection System (cont'd) | | | | |
| 03 | Non-Passenger Carrying Operations | B | 1 | 0 | (O) The toilet smoke detection system may be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, b) Occupants are briefed as to which smoke detection system(s) is/are inoperative, and c) In-flight service waste bags are not stored in the toilet. NOTE: The above-mentioned provisos are not intended to preclude crew member toilet inspections, which must be detailed in the (O) procedures. |
| 25-01 | Toilet Fire Extinguishing System | | | | |
| 01 | Passenger and Combi Configurations | C | 1 | 0 | (O) The toilet fire extinguishing system may be inoperative provided the toilet smoke detection system is operative. |

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| 26 | FIRE PROTECTION | | | | |
| 25-01 | Toilet Fire Extinguishing System | | | | |
| 01 | Passenger and Combi Configurations (cont'd) | C | 1 | 0 | (O)(M) The toilet fire extinguishing system may be inoperative provided: a) Toilet is not used by passengers for any purpose, b) Toilet waste receptacle is empty, c) Toilet door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", d) Access to waste receptacle from outside the toilet must be secured closed and placarded "INOPERATIVE - DO NOT USE", and e) Toilet is used only by crew members. |
| 02 | Cargo Configuration | C | 1 | 0 | (O) The toilet fire extinguishing system may be inoperative provided crew members have been briefed as to which toilet fire extinguishing system(s) is inoperative. |
| | | D | 1 | 0 | (O)(M) The toilet fire extinguishing system may be inoperative provided: a) Crew members have been briefed as to which toilet fire extinguishing system(s) is inoperative, and b) The waste receptacle is emptied, secured closed and placarded "INOPERATIVE - DO NOT USE". |
| 03 | Non-Passenger Carrying Operations | B | 1 | 0 | (O) The toilet fire extinguishing system may be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Occupants have been briefed as to which toilet fire extinguishing system(s) is/are inoperative. |

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| 26 FIRE PROTECTION | | | | |
| 30-01 Cabin Hand Fire Extinguisher | D | - | - | <p>(O)(M) Any in excess of those required by regulations may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) The inoperative fire extinguisher(s) is/are removed from the passenger cabin, flight deck, and/or class E cargo compartment that is accessible to crew members during flight, and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded INOPERATIVE, 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 to alert crew members of missing hand fire extinguishers. |

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| | | | | 4. Remarks or Exceptions | |
| 27 FLIGHT CONTROLS | | | | | |
| 20-01 | Rudder Damper | C | 1 | 0 | (O) May be inoperative provided for taxi and takeoff: a) Maximum crosswind is limited to 15 kt, b) Maximum total wind is limited to 30 kt, and c) Nose wheel steering operates normally. |
| 28-01 | 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 pedals and brake pedal deflection is possible at both pilot stations. |
| 32-01 | Pitch Trim Rocking Levers | C | 2 | 1 | One may be inoperative for the pilot not flying provided standby pitch trim operates normally. |

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| | | | | 4. Remarks or Exceptions | |
| 27 | FLIGHT CONTROLS | | | | |
| 36-01 | Stick Shaker Actuator | A | 2 | 1 | (M)(O) One may be inoperative for one ferry flight provided: a) MFC modules 1B and 2B are operative, b) Affected system is deactivated, c) Remaining system is checked by an acceptable procedure and verified to operate normally before each departure, and d) Flight is not conducted in known or forecast icing conditions. |
| 36-02 | Stick Pusher Actuator | | 1 | 1 | Must be operative. |
| 55-01 | Flaps Position Indicator (STC SA16-7 or SA16-79) | A | 1 | 0 | May be inoperative for two flights provided flaps control system is considered inoperative. Refer to item 27-51-01. |
| 65-01 | Spoiler Position Indicating System (STC SA16-7 or SA16-79) | B | 1 | 0 | May be inoperative provided spoiler control system is considered inoperative. Refer to item 27-61-01. |

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| | | | 4. | Remarks or Exceptions | |
| 28 FUEL SYSTEM | | | | | |
| 25-02 Pressure Refueling Cap | A | 1 | 0 | (M) | May be inoperative (missing) provided: <ul style="list-style-type: none"> a) Refueling receptacle is checked for contamination before each refueling, b) No leakage can be detected after refueling is complete, and c) Repair (replacement) is made within three flight days. |

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| | | | 4. Remarks or Exceptions | | |
| 29 HYDRAULIC SYSTEM | | | | | |
| 11-02 DC AUX Pump (STC SA16-79) | C | 1 | 0 | (O) | May be inoperative provided: a) Aircraft is not operated on narrow runways (width < 30 m (98 ft)), and b) Cargo door is actuated while main hydraulic pumps are operating. |

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| | | | | 4. Remarks or Exceptions | |
| 30 ICE AND RAIN PROTECTION | | | | | |
| 30-01 | Probe Heating - Pitot | B | 3 | 2 | <p>Except where enroute operations and/or ETOPS require its use, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Flight is conducted in day VMC, b) Flight is not conducted in visible moisture, and c) Flight is not conducted in known or forecast icing conditions. |
| 30-02 | Probe Heating - Static | B | 6 | 5 | <p>Except where enroute operations and/or ETOPS require its use, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both STBY are operative, and b) Flight is not conducted in known or forecast icing conditions. |
| 31-03 | Probe Heating - Alert | B | 10 | 6 | <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Two pitot alerts are operative, b) Two static alerts are operative, c) One TAT alert is operative, d) One alpha alert is operative, e) Heating system associated to failed alerts are checked operative prior to each departure, and f) Flight is not conducted in known or forecast icing conditions. |

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| | | | | 4. Remarks or Exceptions |
| 30 ICE AND RAIN PROTECTION | | | | |
| 60-01 Window Heating - Windshield | C | 2 | 1 | <p>One may be inoperative provided flight is not conducted in known or forecast icing conditions.</p> <p>NOTE: Remaining MMEL reliefs are not permitted.</p> |

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| | | | | 4. Remarks or Exceptions | |
| 31 | INSTRUMENTS | | | | |
| 32-01 | Digital Flight Data Recorder - DFDR | A | 1 | 0 | May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within three flight days. |
| 01 | Digital 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. |
| 02 | Digital FDR Recording Parameters not required by regulations. | A | - | - | May be inoperative provided repairs are made before the completion of the next heavy maintenance visit. |

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| | | | 4. Remarks or Exceptions | | |
| 31 INSTRUMENTS | | | | | |
| 53-04 Crew Alerting Panel (CAP) | | | | | |
| 01 System Alert Lights | A | - | 0 | (M) | One or more warning or caution lights may be inoperative provided: a) Associated Warning or Caution (aural) alert operates normally, b) Local alert light on associated system panel operates normally, and c) Repairs are made within three calendar days. NOTE 1: FLAPS UNLOCK light may be inoperative provided flaps are considered inoperative. Refer to item 27-51-01. NOTE 2: EXCESS CAB ALT light may be inoperative provided flight level is limited to 10,000 ft MSL. |
| 02 RCL Function | A | 1 | 0 | (O) | May be inoperative provided: a) Alternate procedures for recording ALERTS are established and used, and b) Repairs are made within three calendar days. |
| 03 CLR Function | A | 1 | 0 | | May be inoperative provided: a) All fire warning logic operates normally, and b) Repairs are made within three calendar days. |
| 04 TO INHI Function | A | 1 | 0 | | May be inoperative provided: a) It remains in a non-inhibit mode, and b) Repairs are made within three calendar days. |
| 53-06 TO CONFIG Test | B | 1 | 0 | (O) | May be inoperative provided alternate procedures are established and used. |

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| | | | | 4. | Remarks or Exceptions |
| 32 LANDING GEAR | | | | | |
| 42-02 Anti-Skid System | B | 1 | 0 | (O) | No change from EASA MMEL. |
| 51-01 Nose Wheel Steering (STC SA16-79 not incorporated) | C | 1 | 0 | (O) | May be inoperative provided: a) Centering function is not affected, b) All brakes are operative, c) Maximum crosswind component is limited to 15 kt, d) Aircraft is not operated on narrow runways (width < 30 m (98 ft)), and e) Both Electronic Engine Controls (EEC) operate normally. |
| (STC SA16-79 incorporated) | C | 1 | 0 | (O) | May be inoperative provided: a) Centering function is not affected, b) All brakes are operative, c) Maximum crosswind component is limited to 15 kt, d) Aircraft is not operated on narrow runways (width < 30 m (98 ft)), e) Both Electronic Engine Controls (EEC) operate normally, and f) Alternative way is defined to load / unload the cargo compartment if cargo door is inoperative. |

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| 33 LIGHTS | | | | | |
| 10-01 Cockpit Lights | C | - | - | | Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew member's eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) RH dome and STBY instruments integrated lights are operative. |
| | D | - | 0 | | May be inoperative for day operations. |
| 10-02 Cabin Lights | | | | | |
| 01 Passenger and Combi Configurations | | | | | |
| Without Mod 5040 | C | - | - | | No change from EASA MMEL. |
| With Mod 5040 | C | - | - | | No change from EASA MMEL. |
| 02 Cargo Configuration | C | - | - | | Individual lights may be inoperative provided remaining lights are sufficient for the inspection of cargo for the verification of cargo restraint. |

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| | | | | 4. Remarks or Exceptions | |
| 33 | LIGHTS | | | | |
| 26-01 | Cabin Signs (No Smoking / Fasten Seat Belt / Return to Cabin Lights) | | | | |
| 01 | Passenger and Combi Configurations | C | - | - | (M) Passenger seats, cabin attendant seats or lavatories from which a sign is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY". |
| | | C | - | - | (O) The affected seats or lavatories may be occupied provided: a) The crew call/cabin interphone system including associated chimes and PA system are operative, and b) Procedures are established and used to alert cabin attendants and notify passengers when seat belts should be fastened, return to seat is requested and smoking prohibited. |
| | | A | - | - | (O) May be inoperative for one flight day for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used. |
| | Aural Tone Function | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| 02 | All Cargo Operations | D | - | 0 | May be inoperative provided all crew members are on the flight deck. |

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| 33 LIGHTS | | | | | |
| 42-01 | LAND Light | C | 2 | 1 | No change from EASA MMEL. |
| | | D | 2 | 0 | No change from EASA MMEL. |
| 43-01 | STROBE Light (if installed) | C | 3 | 0 | One or more STROBE lights may be inoperative provided that all BEACON lights are operative. |
| | | C | 3 | 0 | May be inoperative for day operations. |
| 46-01 | TAXI & TO Light | C | 2 | 1 | One may be inoperative for night operations provided one LAND light is operative. |
| | | C | 2 | 0 | One or both may be inoperative for day operations. |
| 49-01 | WING Inspection Light | | 2 | 2 | Must be operative for night operations. |
| | | C | 2 | 0 | No change from EASA MMEL. |
| 49-02 | IEP Light | | 1 | 1 | Must be operative for night operations. |
| | | C | 1 | 0 | No change from EASA MMEL. |

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| | | | | 4. Remarks or Exceptions |
| 33 LIGHTS | | | | |
| 50-02 Floor Proximity Emergency Escape Path Marking Lights | | 1 | 1 | System must be operative for passenger carrying operations. |
| 01 Passenger and Combi Configurations | | | | |
| A) Electrical Lighting Systems | C | - | - | Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents. |
| B) Photoluminescent Systems | C | 1 | - | Specified sections of the photoluminescent system may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents. |
| 02 Non-Passenger Carrying Operations | D | 1 | 0 | May be inoperative provided crew members are the only occupants of the aircraft. |
| 03 All Cargo Operations | D | 1 | 0 | May be inoperative. |

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| 33 LIGHTS | | | | |
| 51-01 Exterior EMER Lights | A | - | 0 | (O) May be inoperative for one flight day provided: a) Aircraft crew are the only occupants of the aircraft, and b) Alternate procedures for that aircraft type are established and used. NOTES: 1. For the purposes of this item, "aircraft crew" means the operating crew members including the flight crew members, cabin attendants, aircraft maintenance personnel and supervisory crew members. 2. The operators MEL must state the maximum number of aircraft crew permitted. |
| | C | - | 0 | May be inoperative for day operations. |

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| | | | | 4. Remarks or Exceptions | |
| 34 | NAVIGATION | | | | |
| 12-03 | Main Altimeter | | 2 | 2 | Must be operative. |
| 13-01 | Airspeed Indicator | | | | |
| | 01 Speed Indication | | 2 | 2 | Must be operative. |
| | 02 Speed Selector | C | 2 | 0 | (O) No change from EASA MMEL. |
| | 03 Standby Airspeed Indicator | | 1 | 1 | Must be operative. |
| 14-01 | Vertical Speed Indicator | B | 2 | 1 | One may be inoperative for day VMC. |
| 15-01 | TAT/SAT - TAS Indicator | | | | |
| | 01 TAS Indication | C | 1 | 0 | No change from EASA MMEL. |
| | 02 Temperature Indication | C | 2 | 1 | (O) |
| | 03 SAT Switching | C | 1 | 0 | No change from EASA MMEL. |
| 16-01 | Altitude Alerting System | A | 1 | 0 | (O) Except where enroute operations require its use, may be inoperative provided: a) Autopilot altitude hold is operative, and b) Repairs are made within three flight days. |

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| System & Sequence Numbers | | 1. | 2. | 3. Number Installed Number Required for Dispatch | |
| | | | | 4. Remarks or Exceptions | |
| 34 | NAVIGATION | | | | |
| 20-02 | Direction Indications | | | | |
| | 01 Compass Magnetic Modes | B | 2 | 1 | (O) One may be inoperative for flights within areas of magnetic reliability provided: a) Compass system operates normally in free gyro mode, and b) Free gyro mode is converted to magnetic mode using operative magnetic heading information. |
| | | B | 2 | 0 | (O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative and, if necessary, used in conjunction with approved free gyro navigation techniques. |
| | 02 Compass Free Gyro Modes | B | 2 | 0 | (O) One or both may be inoperative for flights that are entirely within areas of magnetic reliability (areas south of Northern Domestic Airspace). |
| 26-01 | Slip-Skid Indicator | B | 2 | 1 | One may be inoperative on the pilot not-flying side provided the indicator is clearly identified to the flight crew as inoperative. |
| 27-01 | Standby Horizon | B | 1 | 0 | (M) May be inoperative for day VMC provided the instrument is clearly identified to the flight crew as inoperative. |

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| | | | | 4. Remarks or Exceptions | |
| 34 NAVIGATION | | | | | |
| 28-01 | Standby Magnetic Compass | B | 1 | 0 | May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative. |
| | | B | 1 | 0 | (O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Aircraft is operated: 1) With dual independent navigation capability, and 2) Under positive radar control by ATC during the en-route flight phase, or one of the navigation systems is a TSO'd GPS which provides track information. |
| | | C | - | - | (O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative and, if necessary, used in conjunction with approved free gyro navigation techniques. |

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| 34 | NAVIGATION | | | | |
| 33-01 | Marker Beacon System | D | 1 | 0 | May be inoperative provided procedures do not require its use. |
| 42-01 | Radio Altimeter System | A | 1 | 0 | (O) May be inoperative provided: a) GPWS is turned OFF, b) ACAS is set to STBY, and c) Repairs are made within three flight days. |
| 48-02 | Ground Proximity Warning System (GPWS) | | | | |
| 01 | GPWS | A | - | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days. |
| 02 | Modes 1 to 4 | A | - | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days. |
| 03 | Test Mode | A | - | 0 | May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days. |
| 04 | Glideslope Deviation (Mode 5) | B | - | 0 | |

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| 34 | NAVIGATION | | | | |
| 48-02 | Ground Proximity Warning System (GPWS) (cont'd) | | | | |
| 05 | Terrain Awareness & Warning System (TAWS) | C | 1 | 0 | (O) May be inoperative. |
| 06 | Advisory Callouts (Mode 6) (if installed) | C | - | 0 | (O) No change from EASA MMEL. |
| 50-01 | Navigation Systems (VOR-DME-ADF) | | | | |
| 01 | VOR | C | - | - | (O) Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative. |
| 02 | DME / ADF | D | - | - | (O) Any in excess of those required by regulations may be inoperative. |
| 52-01 | SSR Transponder System – Mode A/C Functions (if installed) | D | - | - | Any in excess of those required by regulations may be inoperative. |
| 52-02 | SSR Transponder System – Mode S Functions | | | | Deleted. Refer to EASA MMEL. |

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| | | 4. | Remarks or Exceptions |
| 34 | NAVIGATION | | |
| 52-03 | SSR Transponder System – Enhanced Surveillance Function (if installed) | | Deleted. Refer to EASA MMEL. |
| 52-04 | SSR Transponder System – Extended Squitter Transmission Function (if installed) | | Deleted. Refer to EASA MMEL. |

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| | | | 5. Remarks or Exceptions | | |
| 34 | | | NAVIGATION | | |
| 57-01 | | | Airborne Collision Avoidance System | | |
| 01 | ACAS System | B | - | 0 | (M) May be inoperative provided the system is deactivated and secured. |
| 02 | Combined TA and RA Dual Display | C | - | 1 | (O) No change from EASA MMEL. |
| 58-01 | GPS / GNSS (if installed) | | | | Deleted. Refer to EASA MMEL. |

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| | | | 4. Remarks or Exceptions | | |
| 34 NAVIGATION | | | | | |
| 60-01 Flight Management System (FMS) (LSTC O-LSA11-117/D) | | | | | |
| 01 Navigation Capability | C | 2 | 1 | | One may be inoperative provided operations into NAT MNPS airspace and GPS approaches are not conducted. |
| | C | 2 | 0 | (O) | May be inoperative provided: a) Operations are conducted on airways, air routes or company approved routes, outside of CMNPS airspace and NAT MNPS airspace, b) Remaining navigation systems provide sufficient accuracy to maintain a centerline within the protected airspace of the approved track, and c) GPS approaches are not conducted. |
| 02 Auto Pilot Coupling | B | 1 | 0 | (O) | |
| 03 GPS Data Base | C | - | 0 | (O) | See item 34-61-02. |

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| | | | 4. Remarks or Exceptions | | |
| 34 | NAVIGATION | | | | |
| 60-01 | Flight Management System (FMS) (STC O-LSA14-009/D) (STC O-LSA11-106/D) (STC SA12-39) | | | | |
| 01 | Navigation Capability | C | 2 | 1 | One may be inoperative provided operations into NAT MNPS airspace and GPS LPV approaches are not conducted. |
| | | C | 2 | 0 | (O) May be inoperative provided: a) Operations are conducted on airways, air routes or company approved routes, outside of CMNPS airspace and NAT MNPS airspace, b) Remaining navigation systems provide sufficient accuracy to maintain a centerline within the protected airspace of the approved track, and c) GPS approaches are not conducted. |
| 02 | Auto Pilot Coupling | B | 1 | 0 | (O) |
| 03 | GPS Data Base | C | - | 0 | (O) See item 34-61-02. |

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| | | | | 4. Remarks or Exceptions | |
| 34 | NAVIGATION | | | | |
| 61-02 | Navigation Databases | C | - | 0 | (O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) Approaches are not conducted using associated system. |
| 71-01 | Electronic Flight Instrument System (EFIS) Display | | 4 | 4 | Must be operative. |
| 71-02 | Symbol Generator Unit (SGU) | A | 2 | 1 | One may be inoperative provided: a) Flight is restricted to day VMC, b) Both RMIs operate normally, and c) Repairs are made within one flight day. |

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| | | | 3. | Number Required for Dispatch | |
| | | | | 4. Remarks or Exceptions | |
| 35 OXYGEN | | | | | |
| 13-01 Flight Deck Pressure Indication | C | 1 | 0 | No change from EASA MMEL. | |
| 13-02 Observer Seat Oxygen Mask | B | 1 | 0 | May be inoperative provided it is selected OFF and the seat is not occupied. | |
| 20-01 Passenger Oxygen System | | | | | |
| 01 Passenger and Combi Configurations | B | 1 | 0 | (O) | May be inoperative provided: a) Minimum enroute altitude does not exceed 13,000 ft above MSL, b) All 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. |
| 02 Cargo Configuration | D | 1 | 0 | | May be inoperative provided: a) Portable oxygen bottles are available to all crew members required to be off the flight deck, and b) An automatic warning system is installed in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight. |
| | D | 1 | 0 | | May be inoperative provided all crew members are on the flight deck. |

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| | | | | Remarks or Exceptions |
| 35 OXYGEN | | | | |
| 20-01 Passenger Oxygen System (cont'd) | | | | |
| 03 Passenger Service Unit | D | - | - | (O)(M) May be inoperative with no flight altitude restriction provided: a) Affected seats or bank of seats are blocked and placarded INOPERATIVE to prevent occupancy, b) No more than two consecutive bank of seats and their adjacent bank of seats have an inoperative PSU, and c) Units at assigned cabin attendant locations are operative. |
| 04 Non-Passenger Carrying Operations | C | 1 | 0 | May be inoperative for non-passenger carrying operations provided portable oxygen bottles are available to all crew members required to be off the flight deck. |

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| | | | | 4. Remarks or Exceptions |
| 35 | OXYGEN | | | |
| 35-01 | Portable Oxygen Bottle | | | |
| | 01 Passenger and Combi Configurations | D | - | - |
| | | | | (O)(M) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment. |
| | 02 Cargo Configuration | D | - | 0 |
| | | | | Not required for cargo operations. |

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| | | | 3. Number Required for Dispatch | |
| | | | 4. Remarks or Exceptions | |
| 36 | PNEUMATIC SYSTEM | | | |
| 11-02 | BLEED Valve | | | |
| | Aircraft not incorporating STC SA11-55, SA16-7, or SA16-79 | | | |
| 01 | Passenger Configuration | C | 2 | 1 (O)(M) No change from EASA MMEL. |
| 02 | Cargo Configuration | C | 2 | 1 (O)(M) No change from EASA MMEL. |
| | Aircraft incorporating STC SA11-55, SA16-7, or SA16-79 | | | |
| 01 | Passenger and Combi Configurations (STC SA11-55) | C | 2 | 1 (O)(M) One may be inoperative provided: <ul style="list-style-type: none"> a) In case of a BLEED LEAK a maintenance action is due to close X BLEED, b) It is secured closed, c) Flight level is limited to FL 170, and d) Forward cargo compartment remains empty. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable. |

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| | | | | 4. | Remarks or Exceptions |
| 36 PNEUMATIC SYSTEM | | | | | |
| 11-02 BLEED Valve (cont'd) | | | | | |
| Aircraft incorporating STC SA11-55, SA16-7, or SA16-79 (cont'd) | | | | | |
| 02 Cargo Configuration (STC SA11-55, SA16-7, or SA16-79) | C | 2 | 1 | (O)(M) | One may be inoperative provided: <ul style="list-style-type: none"> a) In case of BLEED LEAK a maintenance action is due to close X BLEED, b) It is secured closed, c) Flight level is limited to FL 170, and d) All cargo compartments remain empty. NOTE: Unit Load Devices (ULDs) may be carried provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable. |
| 11-03 Bleed FAULT Alert | C | 2 | 1 | | No change from EASA MMEL. |
| | C | 2 | 1 | | No change from EASA MMEL. |
| 11-06 OVHT Alert | C | 2 | 1 | | No change from EASA MMEL. |
| 22-01 LEAK Alert | C | 2 | 1 | | No change from EASA MMEL. |

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| System & Sequence Numbers | | 1. | 2. | 3. Number Installed | |
| | | | | 4. Number Required for Dispatch | |
| | | | | 5. Remarks or Exceptions | |
| 38 | WATER / WASTE | | | | |
| 10-01 | Potable Water System | C | 1 | 0 | (O)(M) System may be inoperative provided: <ul style="list-style-type: none"> a) Tank is drained and inspected to ensure no leakage, and b) Procedures are established to deactivate applicable system components to prevent its use or servicing. NOTES: <ul style="list-style-type: none"> 1. The (O) procedure addresses other means for water provision for crew members as well as the need to advise of system status during crew changes. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed. |
| | | C | - | - | (O)(M) Individual components may be inoperative provided: <ul style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that operates normally may be used. |

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| | | | | 4. Remarks or Exceptions | |
| 38 | WATER / WASTE | | | | |
| 30-01 | Lavatory Waste System | C | 1 | 0 | (O)(M) May be inoperative provided: a) Waste is drained and system is inspected for leakage, b) Procedures are established to deactivate system components, and c) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed. |
| | | C | - | - | (O)(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that operates normally may be used. |

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| | | | | 4. Remarks or Exceptions |
| 46 | INFORMATION SYSTEMS | | | |
| 25-01 | Electronic Flight Bag | | | |
| 01 | System Device | C | - | (O)(M) May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 May be inoperative provided procedures do not require its use. |
| 02 | Mounting Device | C | - | 0 (O)(M) May be inoperative provided: |
| | | | | a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and |
| | | | | b) Alternate procedures are established and used. |
| | | D | - | 0 (M) May be inoperative provided: |
| | | | | a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and |
| | | | | b) Procedures do not require its use. |
| 03 | Power Connection | C | - | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 May be inoperative provided procedures do not require its use. |
| 04 | Data Connectivity | C | - | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 May be inoperative provided procedures do not require it use. |

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| 52 DOORS | | | | |
| 21-01 Emergency Exit (Including Passenger/Crew Doors, Service Door, but Excluding Flight Deck Emergency Exits) | A | - | - | <p>(O)(M) One Type I or one Type III emergency exit may be inoperative for three flight days provided:</p> <ul style="list-style-type: none"> 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 availability) and extent of the unserviceability and that evacuation procedures do not include affected exit, though opposite exit may be used, d) A conspicuous sign or placard indicating that the exit is inoperative is attached to exit, and e) Emergency exit signs and lights associated only with the inoperative exit are obscured (NOTE 3). <p>NOTES:</p> <ul style="list-style-type: none"> 1. For the purpose of this item, "aircraft crew" includes the operating crew members including the flight crew members, cabin attendants, aircraft maintenance personnel and supervisory crew members. 2. The maximum number of aircraft crew permitted is 6. 3. Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured. 4. Cargo may be carried. |

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| | | | 4. | Remarks or Exceptions | |
| 52 DOORS | | | | | |
| 31-01 Cargo Door Motor Actuator (STC SA16-79) | | | | | Not applicable. |
| 31-02 Cargo Door Control System (STC SA16-79) | C | 1 | 0 | (O) | “NORMAL” control mode may be inoperative provided “BACK-UP” mode is operative. |
| 31-04 Cargo Door Hydraulic System (STC SA16-79) | C | 1 | 0 | | May be inoperative provided an alternative way is defined to load / unload the cargo compartment. |
| 52-01 Electro-Mechanical Strike / Switch System (STC SA04-20) | B | 1 | 0 | (O) | May be inoperative provided the manual locking of the door using the door latch is checked operative before each flight. |
| 52-02 Door Latch (STC SA04-20) | B | 1 | 0 | (O)(M) | May be inoperative provided it is turned to the OPEN position and it is checked to hold in the OPEN position. |
| 52-03 Deadbolt (STC SA04-20) | C | 1 | 0 | | May be inoperative provided it is failed in the retracted position. |
| | C | 1 | 0 | (M) | May be failed in the extended position provided it is removed. |
| | | | | | CAUTION: IF THE DEADBOLT IS REMOVED, CARE MUST BE TAKEN ON THE GROUND NOT TO ALLOW THE DOOR TO CLOSE WITH THE FLIGHT DECK UNOCCUPIED AS THE DOOR WILL AUTOMATICALLY LOCK. |

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| 56 WINDOWS | | | <p>RELIEF NOT PERMITTED.</p> <p>REFER TO STRUCTURAL REPAIR</p> <p>MANUAL (SRM).</p> | | |

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| | | | | 4. Remarks or Exceptions | |
| 61 | PROPELLERS | | | | |
| 21-01 | Synchrophaser Without Mod 3973 or 4371 | D | 1 | 0 | No change from EASA MMEL. |
| 45-01 | LO PITCH CAUTION Light | B | 2 | 0 | (O) One or both may be inoperative provided: a) CCAS ENG caution light and associated LP warning circuit is operative, and b) Neither reverser is used at landing. |

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| | | | 5. Remarks or Exceptions | | |
| 73 ENGINE FUEL AND CONTROL | | | | | |
| 23-01 PWR MGT Rotary Selector Without Mod 3973 or 4371 | B | 2 | 1 | (O) | No change from EASA MMEL. |
| 23-01 PWR MGT Rotary Selector With Mod 3973 or 4371 | A | 2 | 1 | (O) | No change from EASA MMEL. |

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| | | | 4. | Remarks or Exceptions |
| 77 ENGINE INDICATING | | | | |
| 00-02 AFU | | 2 | 2 | Must be operative. |
| 11-01 NH Indications | C | 4 | 2 | Counter (digital indicator) on each engine may be inoperative provided all other indications on associated engine operate normally. |
| 13-01 TQ Indications | | | | |
| 13-01-01 Digital Counter | C | 2 | 0 | (M) One or both digital counters may be inoperative provided that: a) Both EECs are operative, b) HBV is checked operative, and c) All other indications on associated engine operative normally. |
| 13-01-02 Pointer & Digital Counter | | 2 | 2 | Pointer must be operative. |

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| | | | | 4. Remarks or Exceptions |
| 79 OIL | | | | |
| 32-01 Oil Temperature Indication | | 2 | 2 | Must be operative. |
| 33-01 Oil Pressure Indication | | 2 | 2 | Must be operative. |