Transport Canada Transports Canada

TRANSPORT CANADA

MMEL SUPPLEMENT

TO

BOEING 737

MASTER MINIMUM EQUIPMENT LIST

Transport Canada Transports Canada

National Aircraft Certification

APPROVED

By: Electronically Signed 2026-08-29 02:08:46 UTC - 70.80.58.176 Nintex AssureSign® c5f46b0e-3f13-4168-abe1-b4b50022fce6

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Andreas Hartono
A/ Chief of Flight Test
for Executive Director,
National Aircraft Certification
TRANSPORT CANADA

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Reasons for Changes

General	Addition of STC Q-LSA23-030/D.
26-16	Added relief for STC Q-LSA23-030/D to 26-16.

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Boeing 737 aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 63a, 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 Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.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 Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.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

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING				
01 Air Conditioning Packs				
01-01 to 01-03				No change from FAA MMEL.
01-04 Pemco COMBI (STC ST03387AT) and All-Cargo Configurations				
01-04A	C	2	1	Except for ETOPS, one may be inoperative provided only flight deck is occupied.
01-04B	C	2	1	(O) Except for ETOPS, one may be inoperative provided flight altitude remains at or below FL 250.
01-04C	C	2	0	(M)(O) Except for ETOPS, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
21	AIR CONDITIONING				
01	Air Conditioning Packs (cont'd)				
01-05	All-Cargo Configuration (STC ST01827LA and ST00283AT)				
01-05A		C	2	1	(O) Except for ETOPS, one may be inoperative provided flight altitude remains at or below FL 250.
01-05B		C	2	0	(M)(O) Except for ETOPS, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
01-06	All-Cargo Configuration (-800BCF)				
01-06A		C	2	1	(O) No change from FAA MMEL.
01-07	Combi Configuration (STC SA14-65)	C	2	1	Except for ETOPS, Right Pack may be inoperative.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
21	AIR CONDITIONING					
01	Air Conditioning Packs (cont'd)					
01-08	All-Cargo Configuration (STC SA22-6)					
01-08A		C	2	1	(O) Except for ETOPS, one may be inoperative provided flight altitude remains at or below FL 250.	
01-08B		C	2	0	(M)(O) Except for ETOPS, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
21	AIR CONDITIONING				
01	Air Conditioning Packs (cont'd)				
01-09	Combi Configuration (STC SA25-72)				
01-09A		C	2	1	(O) Right pack may be inoperative provided flight altitude remains at or below FL 250.
01-09B		C	2	1	(O) Left pack may be inoperative provided: a) Flight altitude remains at or below FL 250, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
02	Pack Air Flow / Shutoff Valves (Includes STC SA94-77)				No change from FAA MMEL.
04	Pack Turbofan (-100/-200/-300/-400/ -500)				
04-01	All-Passenger Configuration (All Models)	C	2	0	(O) No change from FAA MMEL.
04-02	Combi and All-Cargo Configurations (737C, QC and STC SA94-77)				No change from FAA MMEL.

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21	AIR CONDITIONING					
04	Pack Turbofan (-100/-200/-300/-400/ -500) (cont'd)					
04-03	All-Cargo Configuration (STCs ST01827LA and ST00283AT)	C	2	0	(M)(O)	May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.
06	Pack Turbofan Valves (-100/-200/-300/-400/ -500)					
06-01	All-Passenger Configuration (All Models)	C	2	0	(O)	No change from FAA MMEL.
06-02	Combi and All-Cargo Configurations (737C, QC and STC SA94-77)					No change from FAA MMEL.
06-03	All-Cargo Configuration (STCs ST01827LA and ST00283AT)	C	2	0	(M)(O)	May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.
22	Forward Outflow Valve (-100/-200/-300/-400/ -500, including STC SA94-77)					No change from FAA MMEL.
31	Recirculation Fan(s)					
31-01 to 31-04						No change from FAA MMEL.
31-05	(-300QC/F, -400F) (STCs SA94-77 and SA94-75 Only)	C	1	0		May be inoperative in cargo configuration.
31-05-01	(STC SA94-75)	C	1	0		May be inoperative in PAX mode provided OAT remains below 100 °F (38 °C).

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21	AIR CONDITIONING				
41	Door Area Heater Systems				
41-01 to 41-05					No change from FAA MMEL.
41-06	Forward Entry Door Area Heater Systems (STC SA22-6)	D	-	0	(M) May be inoperative deactivated. NOTE: Overwing and Aft Entry Door Heater Systems are removed entirely by SA22-6.
41-07	Entry Door Area and Overwing Emergency Exit hatch Area Heater Systems (STC SA25-72)	D	-	0	(M) May be inoperative deactivated. NOTE: Forward Overwing Exit Hatch Area Heater Systems are removed entirely by STC SA25-72.
45	Air Distribution Riser Shutoff Valves				
45-01 to 45-04					No change from FAA MMEL.
45-05	All-Cargo Configuration (STC SA22-6)	C	2	0	(O) One or both may be inoperative in open position provided: a) Both E/E equipment cooling exhaust fans operate normally, and b) Procedures are established and used to ensure main deck cargo compartment and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

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21	AIR CONDITIONING					
55 ***	ECS Modification (STC SA14-65)					
55-01	ECS Valve					
55-01A	Valve motor failure while aircraft in full cargo or full passenger configuration	D	1	0	(M)	May be inoperative provided it can be manually operated to the OPEN position and the ECS valve control switch in the cockpit is placarded VALVE MOTOR INOP.
55-01B	Valve motor failure while aircraft in Class F Combi configuration	C	1	0	(M)	May be inoperative provided it can be manually operated to the required position and the ECS valve control switch in the cockpit is placarded VALVE MOTOR INOP.
55-02	ECS Valve Control Panel					
55-02A	Component failure while aircraft in full cargo or full passenger configuration	D	1	0		
55-02B	Component failure while aircraft in Class F Combi configuration	B	1	0	(M)	May be inoperative provided: a) ECS VALVE circuit breaker is pulled and collared, b) Combi ECS Valve Control Panel is placarded INOP, c) Valve can be manually positioned, and d) Valve position is confirmed through a gasper air condition function check per AMMS 21-23-31/501.

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21	AIR CONDITIONING				
56	Main Deck Cargo Compartment Air Shutoff Valve (STC SA25-72)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
22	AUTOFLIGHT				
01	Autopilot Systems				
01A		C	-	1	No change from FAA MMEL.
01B		B	-	0	No change from FAA MMEL. NOTES: No change from FAA MMEL.
01-01	Control Wheel Autopilot Disconnect Switches				
01-01-01	-100/-200/-300/-400/-500 Without Autopilot DISENGAGE Bar				
01-01-01A		C	2	1	One may be inoperative provided: a) Autopilot is not used below 1500 feet AGL, b) Approach minimums do not require use of autopilot, and c) The pilot flying has the operative disconnect.
01-01-01B		B	2	0	No change from FAA MMEL.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
22	AUTOFLIGHT				
01	Autopilot Systems (cont'd)				
01-01	Control Wheel Autopilot Disconnect Switches (cont'd)				
01-01-02	-100/-200/-300/-400/-500 With Autopilot DISENGAGE Bar and -600/-700/-800/-800BCF/-900/-900ER				
01-01-02A	C	2	1	One may be inoperative provided: a) Mode Control Panel autopilot DISENGAGE bar operates normally, b) Autopilot is not used below 1500 feet AGL, c) Approach minimums do not require use of autopilot, and d) The pilot flying has the operative disconnect.	
01-01-02B	B	2	0	No change from FAA MMEL.	
01-02 ***	Autopilot Disengage Bar	C	1	0	No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
22	AUTOFLIGHT				
16	Mode Control Panel Windows				
16-01	Vertical Speed (VERT SPEED) (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER)	C	1	0	No change from FAA MMEL.
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Includes STC ST03355AT)				No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
02	Passenger Address System				
02-01	Passenger Configuration				
02-01A		B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, b) Flight deck/cabin interphone system (two way) with associated calls (e.g. chimes) is verified operative prior to each flight, and c) Megaphone(s) is/are readily available and operative. NOTE: No change from FAA MMEL.
02-01B		C	1	0	(O) No change from FAA MMEL. NOTE: No change from FAA MMEL.
02-01C		A	1	0	(O) May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
23	COMMUNICATIONS					
02	Passenger Address System (cont'd)					
02-01	Passenger Configuration (cont'd)					
02-01D		D	1	0		May be inoperative in the cargo compartment of a combi configuration. NOTE: Cargo compartment PA System includes the handset at L1 door (and R1 door when R1 is located in the cargo compartment) and the speakers in the cargo compartment PSUs.
02-01-01	Lavatory Speakers	C	-	0	(O)	No change from FAA MMEL.
02-01-02	Cabin Speakers	C	-	-		No change from FAA MMEL.
02-02	Cargo Configuration (Courier/Supernumerary Address System) (Includes STC SA22-6)					
02-02A		C	1	0	(O)	No change from FAA MMEL.
02-02B		D	1	0		May be inoperative provided all crew members are on the flight deck.
02-02-01	Lavatory Speakers					
02-02-01A		C	1	0	(O)	No change from FAA MMEL.
02-02-01B		D	1	0		No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
02	Passenger Address System (cont'd)				
02-03	Combi Configuration (STC SA25-72)				
02-03A		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 / passenger 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.
02-03B		C	1	0	(O) May be inoperative provided: a) PA not required by regulations, and b) Alternate, normal and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.
02-03-01	Lavatory Speakers	C	3	0	(O) May be inoperative provided alternate procedures are established and used.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
23	COMMUNICATIONS					
02	Passenger Address System (cont'd)					
02-03	Combi Configuration (STC SA25-72) (cont'd)					
02-03-03	Supernumerary Address System					
02-03-03A		C	1	0	(O)	May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.
02-03-03B		D	1	0		May be inoperative provided there are no occupants in the supernumerary area.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23 COMMUNICATIONS				
04 Crewmember Interphone System				
04-01 Passenger Configuration				
04-01-01 Flight Deck to Cabin, Cabin to Flight Deck Functions				
04-01-01A	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, b) An operative flight deck to cabin interphone system (two way) is at an operative flight attendant seat, and c) Alternate communications procedures are established and used. NOTE: No change from FAA MMEL
04-01-01B	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.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
23	COMMUNICATIONS					
04	Crewmember Interphone System (cont'd)					
04-01	Passenger Configuration (cont'd)					
04-01-02	Cabin to Cabin Function					
04-01-02A		B	2	0	(O)	No change from FAA MMEL.
04-01-02B		B	-	-	(O)	No change from FAA MMEL.
04-01-02C		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.
04-01-03	Flight Deck to Ground Function (Includes CALL functions)					No change from FAA MMEL.

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1. System & Sequence Numbers			2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
23	COMMUNICATIONS					
04	Crewmember Interphone System (cont'd)					
04-02	Cargo Configuration					
04-02-01	Flight Deck to Cabin, Cabin to Flight Deck Functions (Includes STC SA22-6)					
04-02-01A		C	-	0	(O)	No change from FAA MMEL.
04-02-01B		D	-	0		May be inoperative provided all crew members are on the flight deck.
04-02-02	Cabin to Cabin Function	D	-	0		May be inoperative provided all crew members are on the flight deck.
04-02-03	Flight Deck to Ground Function (Includes CALL functions)					No change from FAA MMEL.
04-03	Cargo/Passenger Combi Configurations (cargo compartment located between flight deck and passenger compartment) (Includes STC SA14-65)		1	1		Must be operative.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
04	Crewmember Interphone System (cont'd)				
04-04	Combi Configuration (STC SA25-72)				
04-04-01	Flight Deck to Passenger Cabin, Passenger Cabin to Flight Deck Functions	C	-	0	May be inoperative provided there are no occupants in the passenger compartment.
04-04-02	Passenger Cabin to Passenger Cabin Function				
04-04-02A		B	-	0	(O) May be inoperative provided alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.
04-04-02B		C	-	0	May be inoperative provided there are no occupants in the passenger compartment.
04-04-03	Flight Deck to Supernumerary Area, Supernumerary Area to Flight Deck Functions				
04-04-03A		C	-	0	(O) May be inoperative provided alternate communications procedures between affected flight attendant station(s) are established and used.
04-04-03B		D	-	0	May be inoperative provided there are no occupants in the supernumerary area.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23 COMMUNICATIONS				
04 Crewmember Interphone System (cont'd)				
04-04 Combi Configuration (STC SA25-72) (cont'd)				
04-04-04 Flight Deck to Ground Function (Includes CALL Functions)				
04-04-04A	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
04-04-04B	D	-	0	May be inoperative provided procedures do not require its use.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
23	COMMUNICATIONS					
09 ***	ACARS System					
09A		C	1	0	(O)	No change from FAA MMEL.
09B		D	1	0		No change from FAA MMEL.
09-01	ACARS Printer (Includes LSTC C-LSA02-373/D)	D	-	0		No change from FAA MMEL.
09-02	FMC Interface Function					
09-02A		C	-	0	(O)	No change from FAA MMEL.
09-02B		D	1	0		No change from FAA MMEL.
12 ***	Emergency Locator Transmitter (ELT) (Includes LSTC C-LSA01-076/D)					
12-01 ***	Survival Type ELTs	D	-	-		No change from FAA MMEL.
12-02 ***	Fixed ELTs					
12-02A	Required by Regulations	A	-	-	(M)	May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
12-02B	Not Required by Regulations	D	-	-		Any in excess of those required by regulations may be inoperative or missing.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
13	Flight Crew Audio Selector/Control Panels	A	2	1	(O) Either the Captain's or the First Officer's audio control panel may be inoperative provided: a) The optional AUDIO transfer switch is installed and operates normally, b) The primary observer's audio control panel is located on the aft electronics panel, operates normally and is not required for an observer in an official capacity, and c) Repairs are made within two flight days.
13-01 ***	AUDIO Transfer Switch	C	1	0	No change from FAA MMEL.
13-02	Switch Lights	C	-	0	No change from FAA MMEL.
13-03	Primary Observer Seat Panel	D	1	0	May be inoperative provided procedures do not require its use.
13-04	Secondary Observer Seat Panel	D	1	0	

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
23	COMMUNICATIONS					
15 ***	Pre-recorded Passenger Announcement System (Includes LSTCs C-LSA05-275/D, C-LSA01-083/D, C-LSA05-139/D and STC SA09-27)					
15A		C	1	0	(O)	No change from FAA MMEL.
15B		D	1	0		No change from FAA MMEL.
15C	Cargo Configuration	D	1	0		May be inoperative provided all crew members are on the flight deck.
18	Satellite Communication System (SATCOM) (Includes STC SA04-131)					
18A		C	1	0	(O)	No change from FAA MMEL.
18B		D	1	0		No change from FAA MMEL.
18-01 ***	SATCOM Data Link					No change from FAA MMEL.
19	Alerting System (Audio / Visual)					
19-01	Passenger Configuration					No change from FAA MMEL.
19-02	Cargo Configuration (includes STC SA22-6)					No change from FAA MMEL.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
19	Alerting System (Audio / Visual) (cont'd)				
19-03	Combi Configuration (STC SA25-72)				
19-03-01	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided: a) Audio alerting system operates normally, and b) Audio alerting system differentiates between normal and emergency calls.
19-03-02	Flight Deck Call Audio Alerting System	B	1	0	May be inoperative provided: a) Flight deck visual alerting system operates normally, and b) Flight deck visual alerting system differentiates between normal and emergency calls.
19-03-03	Flight Attendant Visual Alerting System				
19-03-03A		B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishings (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
19	Alerting System (Audio / Visual) (cont'd)				
19-03	Combi Configuration (STC SA25-72) (cont'd)				
19-03-03	Flight Attendant Visual Alerting System (cont'd)				
19-03-03B		B	1	0	(O) May be inoperative provided: a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishings (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.

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23	COMMUNICATIONS				
19	Alerting System (Audio / Visual) (cont'd)				
19-03	Combi Configuration (STC SA25-72) (cont'd)				
19-03-04	Flight Attendant Audio Alerting System				
19-03-04A		B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishings (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
19	Alerting System (Audio / Visual) (cont'd)				
19-03	Combi Configuration (STC SA25-72) (cont'd)				
19-03-04	Flight Attendant Audio Alerting System (cont'd)				
19-03-04B		B	-	0	(O) May be inoperative provided: a) Visual alerting system operates normally, b) Visual alerting system differentiates between normal and emergency calls, c) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishings (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
19	Alerting System (Audio / Visual) (cont'd)				
19-03	Combi Configuration (STC SA25-72) (cont'd)				
19-03-05	Supernumerary Visual Alerting System				
19-03-05A		B	1	0	(O) May be inoperative provided: a) Supernumerary address system operates normally, and b) Alternate procedures are established and used.
19-03-05B		D	1	0	May be inoperative provided there are no occupants in the supernumerary area. NOTE: Any visual alerting system function(s) that operates normally may be used.
19-03-06	Supernumerary Audio Alerting System				
19-03-06A		B	1	0	(O) May be inoperative provided: a) Supernumerary address system operates normally, and b) Alternate procedures are established and used.
19-03-06B		D	-	0	May be inoperative provided there are no occupants in the supernumerary area. NOTE: Any audio alerting system function(s) that operates normally may be used.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
20	Handset Systems				
20-01	Passenger Configuration				
20-01-01	Flight Deck				
20-01-01A		C	1	0	(O) No change from FAA MMEL.
20-01-01B		D	1	0	No change from FAA MMEL.
20-01-02	Cabin	B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) Operative handset(s) is located at an operative flight attendant seat, and c) Alternate communication procedures between the affected flight attendant station(s) are established and used. NOTES: No change from FAA MMEL.
20-01-03	ePhone Cordless Handset System (STCs SA08-62, SA13-63, C-LSA05-156/D, C-LSA05-274/D, C-LSA06-120/D, and C-LSA07-101/D)	D	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Alternate procedures are established and used, and c) ePhone Cordless Handset and associated circuit breakers are placarded “INOPERATIVE”.
20-02	Cargo Configuration				No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
20	Handset Systems				
20-03	Combi Configuration (STC SA25-72)				
20-03-01	Flight Deck	C	1	0	(O) May be inoperative provided: a) Flight deck to passenger cabin communication operates normally, b) Flight deck to supernumerary communication operates normally, and c) Alternate procedures are established and used.
20-03-02	Passenger Cabin				
20-03-02A		B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) Operative handset(s) is located at an operative flight attendant seat, and c) Alternate communication procedures between the affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy fifty percent requirement. NOTE 2: Any handset functions that operate normally may be used.
20-03-02B		C	-	0	May be inoperative provided there are no occupants in the passenger compartment.
20-03-03	Supernumerary	D	-	0	May be inoperative provided there are no occupants in the supernumerary area.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS			
25 ***	Automated Flight Information Reporting System (AFIRS) (STC ST10345SC) (LSTC O-LSA06-035/D) (STC SA07-8)			
25A	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of system that operates normally may be used.
25B	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of system that operates normally may be used.
25-01 ***	Global Voice SATCOM (STC SA07-8)			
25-01A	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
25-01B	D	1	0	May be inoperative provided procedures do not require its use.
25-01-01	Cockpit Dialer Pad			
25-01-01A	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
25-01-01B	D	1	0	May be inoperative provided procedures do not require its use.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23 COMMUNICATIONS				
25 *** Automated Flight Information Reporting System (AFIRS) (STC ST10345SC) (LSTC O-LSA06-035/D) (STC SA07-8) (cont'd)				
25-01 *** Global Voice SATCOM (STC SA07-8) (cont'd)				
25-01-02 Flt Compt. Handset				
25-01-02A	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
25-01-02B	D	1	0	May be inoperative provided procedures do not require its use.
25-01-03 Pax. Compt. Handset				
25-01-03A	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
25-01-03B	D	1	0	May be inoperative provided procedures do not require its use.
25-02 *** Global Messaging (STC SA07-8)				
25-02A	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
25-02B	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of system that operates normally may be used.

1. System & Sequence Numbers			2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
35 ***	SKYTRAC ISAT Airborne Position/Data Communicator System (STCs SA16-37 and SA19-75)				
35-01	ISAT-200A Transceiver				
35-01A		D	1	0	(M) May be inoperative provided: a) ISAT circuit breaker is pulled and collared, b) ISAT circuit breaker is placarded “INOP”, and c) CDP-300() and DVI-300() are placarded “INOP”.
35-01B		D	1	0	(M) May be missing provided: a) ISAT circuit breaker is pulled and collared, b) Any loose cables/plugs are capped and stowed, and c) CDP-300() and DVI-300() are placarded “INOP”.
35-02	CDP-300() Control Display Unit				
35-02A		D	-	0	(M) May be inoperative provided CDP-300() is placarded “INOP”.
35-02B		D	-	0	(M) May be missing provided: a) ISAT circuit breaker is pulled and collared, and b) Any loose cables/plugs are capped and stowed.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23 COMMUNICATIONS				
35 *** SKYTRAC ISAT Airborne Position/Data Communicator System (STCs SA16-37 and SA19-75) (cont'd)				
35-03 DVI-300() Dispatch Voice Interface				
35-03A	D	-	0	(M) May be inoperative provided DVI-300() is placarded "INOP". NOTE: If CDP-300() remains installed and operative, DVI-300() must not be removed.
35-03B	D	-	0	(M) May be missing provided: a) ISAT circuit breaker is pulled and collared, and b) Any loose cables/plugs are capped and stowed.

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25	EQUIPMENT/ FURNISHINGS				
01	Megaphones (Includes STC SA94-77)				
01A		D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the megaphone and its installed location are placarded INOPERATIVE. b) Required distribution is maintained, and c) Procedures are established and used to alert crew members of inoperative or missing megaphones.
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.
01-01 ***	Tamper Seals or Tags				(O) No change from FAA MMEL.
01-02	All Cargo Operations	D	-	0	May be inoperative provided all crew members are on the flight deck.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
03	Flight Attendant Seat Assembly (Single or Dual Position)				
03-01A	Required Flight Attendant Seats	B	-	1	(M)(O) No change from FAA MMEL. NOTE 1: An automatic folding seat (which does not have a secondary stowing /locking mechanism) that will not stow automatically is considered inoperative. NOTE 2: A seat position with a missing or inoperative required component, such as safety belt (including shoulder harness) or headrest renders the seat position inoperative.
03-01B		C	-	0	(O) May be inoperative or missing provided: a) Aircraft crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used. NOTE 1: For the purposes of this item, “aircraft crew” means the operating crew members including flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members. NOTE 2: The operator’s MEL must state the maximum number of aircraft crew permitted.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
25	EQUIPMENT/ FURNISHINGS					
03	Flight Attendant Seat Assembly (Single or Dual Position) (cont'd)					
03-02	Excess Flight Attendant Seats	D	-	-	(M)	Seats/assemblies in excess of requirements and not assigned to a flight attendant may be inoperative provided they are not occupied, are placarded and are: a) Properly stowed, b) Secured in the retracted position, or c) Removed.
03-03	All Cargo Configuration	D	-	-		No change from FAA MMEL.
03-04 ***	Seat Cushion Heating System	D	-	0	(M)	No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
25	EQUIPMENT/ FURNISHINGS					
05	Cargo Compartment Restraint Components					
05A		A	-	-	(M)	No change from FAA MMEL.
05B		A	-	-		No change from FAA MMEL.
05C		C	-	-		No change from FAA MMEL.
05-01 and 05-02						No change from FAA MMEL.
05-03	All-Cargo Configuration (STC SA22-6)					
05-03A		A	-	-	(M)	May be inoperative or missing provided: a) Cargo-loading limits from the approved Weight and Balance (W&B) Manual for FAA STC ST02690LA / TCCA STC SA22-6 are observed, and b) Repairs are made within 120 consecutive calendar days.
05-03B		A	-	-	(M)	May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar days.
05-03C		A	-	-		May be inoperative or missing provided: a) Individual cargo areas may be inoperative provided aircraft is operated in accordance with the approved Weight and Balance (W&B) Manual for FAA STC ST02690LA / TCCA STC SA22-6, and b) Repairs are made within 120 consecutive calendar days.

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25	EQUIPMENT/ FURNISHINGS				
05	Cargo Compartment Restraint Components (cont'd)				
05-04	Combi Configuration (STC SA25-72)				
05-04A		A	-	-	(M) May be inoperative or missing provided: a) Cargo-loading limits from KF Aerospace Report No. K1010-102-001-101 are observed, and b) Repairs are made within 120 consecutive calendar days.
05-04B		A	-	-	(M) May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar days.
05-04C		A	-	-	(O) May be inoperative or missing provided: a) Individual cargo areas may be inoperative provided aircraft is operated in accordance with KF Aerospace Report No. K1010-102-001-101, and b) Repairs are made within 120 consecutive calendar days.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
06	Passenger Seat(s) (Includes STCs SA14-81, SA15-80, SA16-56, SA16-66, SA22-6)	D	-	-	No change from FAA MMEL. NOTE 1: No change from FAA MMEL. NOTE 2: No change from FAA MMEL. NOTE 3: Deleted.
06-01	Positioning Controls for Taxi, Takeoff and Landing (Mechanical and/or Electrical)				
06-01A		D	-	-	(M) No change from FAA MMEL. NOTE: No change from FAA MMEL.
06-01B		C	-	-	No change from FAA MMEL. NOTE: No change from FAA MMEL.
06-02	Armrests				No change from FAA MMEL.
06-03	Underseat Baggage Restraining System	C	-	-	(O) No change from FAA MMEL.
06-05	Seat Belt / Air Bag Restraint Systems				No change from FAA MMEL.
06-06 ***	Delethalization Pads	D	-	-	No change from FAA MMEL.
06-07	Headrests (STCs SA14-81, SA15-80, SA16-56, SA16-66, SA19-19, SA19-20, and SA19-116)	D	-	-	(M) May be inoperative and seat occupied provided affected headrest(s) is/are secured in the normal position.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS			
10 ***	Non-Essential Equipment and Furnishings (NEF)	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF program outlined in the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.

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25	EQUIPMENT/ FURNISHINGS				
11	Observer Seat(s)				
11-01	Primary Observer's Seat (Including Associated Equipment)	D	1	0	(M) May be inoperative provided: a) Procedures do not require its use, and b) The seat is removed, stowed, or secured in the retracted position.
11-02 ***	Second Observer's Seat (Including Associated Equipment)	D	1	0	May be inoperative provided procedures do not require its use.
11-03 ***	Crotch Straps	C	-	0	No change from FAA MMEL.
12	Portable Flashlight Holders/Flashlights				
12-01 and 12-02					No change from FAA MMEL.
12-03	No Passenger Carried				Not authorized in Canada.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
17	Emergency Medical Equipment				
17-01	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.
17-01-01	First Aid Kit Seal (Required First Aid Kits)	A	-	-	(O) The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: a) First aid kit is fully equipped or the kit has a maximum of one missing item, b) Kit includes a list of its contents, c) An inventory is taken on the contents of the kit prior to departure, and d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
17	Emergency Medical Equipment (cont'd)				
17-02	Emergency Medical Kit (EMK) and/or Associated Equipment				
17-02A		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.
17-02B		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.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
17	Emergency Medical Equipment (cont'd)				
17-02	Emergency Medical Kit (EMK) and/or Associated Equipment (cont'd)				
17-02-01	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).
17-04 ***	Automatic External Defibrillators (AED) and/or Associated Equipment	D	-	0	(O) May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
28 ***	Cockpit Smoke Vision System (CSVS) (-600/-700/-800/-900/-900ER) (STC ST00892LA)	D	2	0	No change from FAA MMEL.
32 ***	Overhead (Stowage) Rack With Restraining Device	D	-	-	May be inoperative provided: a) That portion of the overhead rack is not used for stowage, and b) The rack is placarded “INOPERATIVE - DO NOT USE”.
33	Lavatory NO SMOKING Placards	B	-	-	May be missing provided the associated lavatory smoke detection system is operative.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
50	Astronics Flight Deck Outlet with USB Power System (STC ST04215CH)				
50-01	Outlet Unit, AC/28VDC In, HI-PWR USB, Black	D	2	0	(M)(O) May be inoperative or missing provided: a) Procedures do not require its use, and b) System is deactivated.
50-02	In-Seat Power Supply, AC/USB ISPS, 3 Output, Circular	D	1	0	(M)(O) May be inoperative or missing provided: a) Procedures do not require its use, and b) System is deactivated.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
03	Portable Fire Extinguishers	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative fire extinguisher(s) is removed from the passenger cabin, flight deck, or class E/F 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/F cargo compartment that is accessible to crew members during flight, as applicable, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.
03-01 ***	Tamper Seals or Tags	C	-	-	(O) No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
04	Wheel Well Fire Detection System	B	1	0	(M)(O) May be inoperative provided: a) Brakes are inspected before each flight and are cool to the touch, b) Landing gear is left extended for a minimum of ten minutes after takeoff, c) Appropriate performance adjustments are applied, and d) Takeoff is not conducted in icing conditions. NOTE: In case of engine failure after V1, performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
26	FIRE PROTECTION					
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/ -800BCF, STCs -400C ST00235BO, -400 Combi ST00248BO, ST01827LA, ST00283AT, SA94-75, SA22-6 and SA25-72)	C	-	0	(O)	No change from FAA MMEL.
14-01	Fire Detection (-700C/-800BCF)					No change from FAA MMEL.
14-02	Fire Detection (-400C ST00235BO, -400 Combi ST00248BO)					
14-02-01	Cargo Fire Flight Deck Unit (CFFU)	C	1	0		May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.
14-02-01-01	FAULT Legend	C	1	0	(M)	May be inoperative provided system integrity is confirmed by self-test at Cargo Fire Maintenance Unit (CFMU).
14-02-01-02	Legend Back-lighting (CARGO FIRE MAIN DECK and TEST)	C	2	0	(O)	May be inoperative provided: a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is available for normal operations.
14-02-01-03	FIRE Legend	C	1	0		May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/ -800BCF, STCs -400C ST00235BO, -400 Combi ST00248BO, ST01827LA, ST00283AT, SA94-75, SA22-6 and SA25-72) (cont'd)				
14-02	Fire Detection (-400C ST00235BO, -400 Combi ST00248BO) (cont'd)				
14-02-01	Cargo Fire Flight Deck Unit (CFFU) (cont'd)	C	1	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.
14-02-01-04	System Self-Test	C	1	0	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.
14-02-02	Cargo Fire Maintenance Unit (CFMU)	C	1	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.
14-02-02-01	CFMU Indicator Lights	C	20	0	(M) Individual lights may be inoperative provided: a) Each corresponding location is independently verified by CFFU, and b) Self-test is accomplished. NOTE: Dual loop coverage is maintained with loss of one CFMU loop "A" or "B" subassembly failure

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26	FIRE PROTECTION				
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/ -800BCF, STCs -400C ST00235BO, -400 Combi ST00248BO, ST01827LA, ST00283AT, SA94-75, SA22-6 and SA25-72) (cont'd)				
14-03	Fire Suppression System (-700C/-800BCF)				No change from FAA MMEL.
14-04	Smoke Detectors (737C/QC/-700C/ -800BCF, STCs -400C ST00235BO, -400 Combi ST00248BO, ST01827LA, ST00283AT, SA94-75, SA22-6 and SA25-72)	C	-	0	No change from FAA MMEL.
14-04-01 and 14-04-02					No change from FAA MMEL.
14-04-03	System Power (Blue) Light (PEMCO Aeroplex, Inc.) (-300QC, -300F, STC SA94-75)	C	1	0	(M) May be inoperative provided smoke detectors operate normally.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/ -800BCF, STCs -400C ST00235BO, -400 Combi ST00248BO, ST01827LA, ST00283AT, SA94-75, SA22-6 and SA25-72) (cont'd)				
14-04-04	(STC ST00235BO Only)				
14-04-04-01	Smoke Detector Units	C	10	-	(O) Detector(s) may be inoperative provided no cargo is carried in affected zone.
14-04-04-02	Smoke Detector Loops	C	20	10	One loop in any detector may be inoperative.
14-04-05	(STC ST00248BO Only)				
14-04-05-01	Smoke Detector Units	C	4	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.
14-04-05-02	Smoke Detector Loops	C	8	4	One loop in any detector may be inoperative.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/ -800BCF, STCs -400C ST00235BO, -400 Combi ST00248BO, ST01827LA, ST00283AT, SA94-75, SA22-6 and SA25-72) (cont'd)				
14-04-06	(STC ST01827LA Only)				
14-04-06-01	-300	C	12	10	Two detectors may be inoperative provided: a) Inoperative detectors are not in adjacent locations, and b) Detector #1, most forward detector, operates normally.
14-04-06-02	-400	C	12	10	(M) Two detectors may be inoperative provided they are not in adjacent locations.
14-04-09	Passenger and Combi Configurations	C	-	-	Detectors corresponding to pickup points in the passenger compartment may be inoperative. NOTE: Operator MELs must specify detectors applicable for this relief based on combi configurations.
14-04-10	Smoke Detectors (STC SA22-6)	C	14	13	(M) One detector may be inoperative provided the inoperative detector is not in detector position 1 or detector position 4.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
26	FIRE PROTECTION				
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/ -800BCF, STCs -400C ST00235BO, -400 Combi ST00248BO, ST01827LA, ST00283AT, SA94-75, SA22-6 and SA25-72) (cont'd)				
14-04-11	Smoke Detectors (STC SA25-72)	C	-	0	(M) One detector may be inoperative provided the inoperative detector is not in detector position 1, 2, 5, or 7.
14-05	Fire Detection Systems (STC SA22-6)	C	2	1	(O) One detection channel (loop A or B) may be inoperative.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26 FIRE PROTECTION				
15 Lavatory Fire Extinguisher Systems				
15-01 Passenger Configuration				
15-01A	C	-	0	No change from FAA MMEL.
15-01B	C	-	0	(M)(O) No change from FAA MMEL.
15-01C	C	-	0	(O) For each lavatory, the lavatory fire extinguishing system may be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Crew members have been briefed as to which lavatory fire extinguisher system(s) is/are inoperative.
15-02 Cargo Configuration	C	-	0	(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided crew members have been briefed as to which lavatory fire extinguishing system(s) is/are inoperative.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
16	Lavatory Smoke Detection System				
16-01	Passenger Configuration				
16-01A		C	-	0	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded “INOPERATIVE - DO NOT ENTER”, c) Lavatory is used only by crew members, and d) In-flight service waste bags are not stored in the lavatory. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
16	Lavatory Smoke Detection System (cont'd)				
16-01	Passenger Configuration (cont'd)				
16-01B		C	-	0	(O) For each lavatory, the lavatory smoke detection system may be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, b) Crew members have been briefed as to which lavatory smoke detection system(s) is/are inoperative, and c) In-flight service waste bags are not stored in the lavatory. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.
16-02	Cargo Configuration	C	-	0	(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Crew members have been briefed as to which lavatory smoke detection system(s) is/are inoperative, and b) In-flight service waste bags are not stored in the lavatory. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
26	FIRE PROTECTION				
16	Lavatory Smoke Detection System (cont'd)				
16-03 ***	Lavatory Smoke Detector SELF TEST Switch	C -	0	(M)	No change from FAA MMEL.
16-04 ***	Lavatory Smoke Detector TEST Switch on Flight Attendant's Panel	C -	0	(M)	No change from FAA MMEL.
16-05 ***	Flight Deck LAVATORY SMOKE Light (including STC Q-LSA23-030/D)				No change from FAA MMEL.
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs)	C -	0	(O)	No change from FAA MMEL.
19-01	Fwd/Aft Detection Loops				
19-01-01 ***	Opposite Loop Operative (Boeing installed system, STCs ST00749LA-D, ST00763LA-D, ST01184LA, ST01114WI, ST01404AT Only)	C 4	2	(O)	No change from FAA MMEL.
19-01-02 ***	STC ST00405LA-D Only	C -	2	(O)	May be inoperative provided one loop in each compartment is checked to operate normally.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (cont'd)				
19-02 ***	Extinguisher Bottles				
19-02-02 ***	No. 2 (Boeing installed system and STC ST01184LA Only)	C	1	0	(M)(O) Except for ETOPS, may be inoperative with cargo carried in compartment.
19-02-04 ***	No. LRD2 (STC ST00405LA-D Only)	C	1	0	(M)(O) Except for ETOPS, may be inoperative with cargo carried in compartment.
19-04 ***	DISCH Light(s)				
19-04-01 ***	(Boeing installed system and STC ST01184LA Only)	C	1	0	(M) No change from FAA MMEL.
19-05 ***	Extinguisher Bottle Pressure Switch (Boeing installed system only)	C	-	0	(M) No change from FAA MMEL.
19-06 ***	EXT Lights (FWD and AFT) (Boeing installed system, STC ST01184LA and ST00405LA-D Only)	C	2	0	(M) No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (cont'd)				
19-07 ***	Faults Indicated by Illumination of MX Indicator (STC ST00404LA-D, ST00740LA-D, and ST00745LA-D Only)	B	-	-	Dispatch with MX indicator illuminated is permitted provided green SYS OK indicator remains illuminated. NOTE: This is a fault tolerant system and unit will continue to perform its intended function as long as green SYS OK indicator remains illuminated.
19-07-01	Display of FWD INOP and/or AFT INOP Message(s)	B	-	-	(O) May be displayed provided green SYS OK indicator remains illuminated and indicated cargo bay remains empty.
19-07-02	Smoke Detector(s)	C	-	-	(O) One smoke detector may be inoperative in each compartment provided SYS OK indicator on CDU remains illuminated. NOTE: MX indicator on CDU will remain illuminated.
19-08 ***	Control Panel ALARM OFF Switch (STC ST00749LA-D and ST00763LA-D Only)	C	1	0	(O) May be inoperative provided Fire Bell cutout switch silences Cargo Bay Fire Protection Fire Warning Bell.
19-09 ***	DET Lights (STC ST01114WI Only)	C	4	2	(O) One light in each compartment may be inoperative provided remaining loop in associated compartment is checked to operate normally before each departure.
19-10 ***	FAIL Lights (STC ST01114WI Only)	C	4	2	(O) One light in each compartment may be inoperative provided remaining loop in associated compartment is checked to operate normally before each departure.

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26	FIRE PROTECTION				
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (cont'd)				
19-11 ***	Smoke Detectors				
19-11-01 ***	(STC ST01114WI Only)	C	-	-	(M) One detector in each detector enclosure may be inoperative provided remaining detector in associated detector enclosure is verified to operate normally before each departure.
19-12 ***	Fault Panel (E and E Compartment, STC ST01114WI Only)	D	1	0	
19-13 ***	DETECTOR FAULT Light (Boeing Installed System Only)	C	1	0	(O) No change from FAA MMEL.
50	Main Deck Cargo Compartment Fire Detection/Suppression Systems (STC SA14-66)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the Combi Class F cargo compartment remains empty and is verified to contain only empty cargo handling equipment and ballast or aircraft is operated in full cargo or full passenger configuration.
50-01	Smoke Detectors				
50-01A		C	5	0	(O) Detector(s) may be inoperative provided procedures are established and used to ensure the Combi Class F cargo compartment remains empty and is verified to contain only empty cargo handling equipment and ballast or aircraft is operated in full cargo or full passenger configuration.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
50	Main Deck Cargo Compartment Fire Detection/Suppression Systems (STC SA14-66) (cont'd)				
50-01	Smoke Detectors (cont'd)				
50-01B		C	5	4	(M)(O) One detector in any location may be inoperative provided: a) A CFMU self test is performed to verify that four detectors are operative once each flight day, and b) The flight crew is informed that following the required pre-flight check the FAULT light on the CFFU will remain illuminated, and that the "Suspected Main Deck Forward Cargo Compartment Fire with No Fire Warning" emergency procedure in the B737-300 Combi Smoke Detection System AFMS is not applicable.
50-01-01	Smoke Detector Loops	C	10	5	One loop in any detector may be inoperative.
50-02	Cargo Fire Maintenance Unit (CFMU)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the Combi Class F cargo compartment remains empty and is verified to contain only empty cargo handling equipment and ballast or aircraft is operated in full cargo or full passenger configuration.
50-02-01	CFMU Indicator Lights	C	10	0	May be inoperative.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
26	FIRE PROTECTION					
50	Main Deck Cargo Compartment Fire Detection/Suppression Systems (STC SA14-66) (cont'd)					
50-02	Cargo Fire Maintenance Unit (CFMU) (cont'd)					
50-02-02	CFMU Self Test	C	1	0		May be inoperative.
50-03	Cargo Fire Flight Deck Unit (CFFU)	C	1	0	(O)	May be inoperative provided procedures are established and used to ensure the Combi Class F cargo compartment remains empty and is verified to contain only empty cargo handling equipment and ballast or aircraft is operated in full cargo or full passenger configuration.
50-03-01	System Self Test	C	1	0	(M)(O)	May be inoperative provided: a) Master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure using TEST switch on Engine and APU Fire Control Panel, b) A CFMU self test is performed once each flight day, and c) The flight crew is informed that the System Self Test function is inoperative so that the pre-flight and the "Suspected Main Deck Forward Cargo Compartment Fire with No Fire Warning" emergency procedure in the B737-300 Combi Smoke Detection System AFMS are not applicable.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
50	Main Deck Cargo Compartment Fire Detection/Suppression Systems (STC SA14-66) (cont'd)				
50-03	Cargo Fire Flight Deck Unit (CFFU) (cont'd)				
50-03-02	Legend Back Lighting	C	1	0	May be inoperative provided sufficient cockpit lighting is available to identify the CFFU and locate the TEST switch during normal operations.
50-03-03	CFFU "FIRE" Annunciator	C	1	0	(O) May be inoperative provided the flight crew is informed that the CFFU "FIRE" annunciator is inoperative so that it will not illuminate if there is a Main Deck Forward Cargo Compartment Fire, or during the emergency procedure "Suspected Main Deck Forward Cargo Compartment Fire with No Fire Warning", or during the pre-flight procedure "Smoke Detection System Test".
50-03-04	CFFU "FAULT" Annunciator	C	1	0	(M)(O) May be inoperative provided: a) A CFMU self test is performed once each flight day, and b) The flight crew is informed that the CFFU "FAULT" annunciator is inoperative so that it will not illuminate during the pre-flight or during the "Suspected Main Deck Forward Cargo Compartment Fire with No Fire Warning" emergency procedure in the B737-300 Combi Smoke Detection System AFMS.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
51	PEMCO Main Deck Cargo Compartment Fire Detection / Suppression Systems (STC SA94-75)	C	1	0	(O) May be inoperative provided aircraft is operated in combi configuration.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
27	FLIGHT CONTROLS				
15 ***	Mechanical Flaps Position 30 Stop (-100/-200 Modified by STC SA98-91)	C	1	0	
16	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light				
16-01 ***	(-300/-400/-500)	B	1	0	No change from FAA MMEL.
16-02	(-600/-700/-800/-900/-900ER)	B	1	0	(M) No change from FAA MMEL.
18 ***	Control Surface Position Indicating System	C	1	0	(M)(O) May be inoperative provided: a) Affected control surface(s) is visually checked for full, free and correct movement before each flight, and b) A placard identifying the inoperative indicator must be affixed to the instrument panel adjacent to the applicable display.
20 ***	Speedbrake Load Alleviation System				
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet (STC SA03-38)				No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
27	FLIGHT CONTROLS				
20 ***	Speedbrake Load Alleviation System (cont'd)				
20-02	-300/-500 with Blended Winglet (STC ST01219SE)				
20-02A		C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to the full up position, b) Airspeed does not exceed 265 KIAS when in-flight gross weight is in excess of 125,000 lbs. (56,699 kg), and c) Severe turbulent air penetration speed is 265 KIAS or 0.73 Mach, whichever is lower, when in-flight gross weight is in excess of 125,000 lbs. (56,699 kg).
20-02B		C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to the full up position, and b) Takeoff weight does not exceed 126,500 lbs. (57,380 kg).
20-03	-900ER with Blended Winglet or Split Scimitar Winglet				No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
27	FLIGHT CONTROLS				
22 ***	Quiet Wing Flaps 1* System (STC ST01535SE Only)				
22-01	-200	C	1	0	May be inoperative provided: c) Flaps 1* control switch is positioned in UP position d) System is deactivated by pulling and collaring circuit breaker MS3320-3, e) Appendix QWS001 “Flaps 1* High Altitude Kit” is not used, and f) All other aspects of QWS supplement are followed. NOTE: C/b MS3320-3 is located on P6-2 panel.
24	Rudder Pedal Adjustment	C	1	0	(M) May be inoperative provided: a) Rudder pedals can be secured in a position which meets individual pilot requirements, and b) Full and unrestricted movement of the rudder and brake pedal deflection is possible at both pilot stations.

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28	FUEL				
02	Fuel Boost Pumps (Center Tank)				
02A to 02C					No change from FAA MMEL.
02-01	Universal Fault Interrupter (UFI) (ST02076LA, -600/-700/-800/-900)	C	2	0	No change from FAA MMEL.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
31	INDICATING / RECORDING SYSTEMS				
01	Clocks	C	2	0	Aircraft clocks may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
01-01 ***	Automatic UTC Update Function	C	2	0	(O) No change from FAA MMEL.
02	Flight Data Recorder System (FDR)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within three flight days.
02-01	FDR Recording Parameters required by regulations	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar days.
02-02	FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
31	INDICATING / RECORDING SYSTEMS					
07 ***	Aircraft Condition Monitoring System (ACMS)	D	1	0		No change from FAA MMEL.
07-01	Quick Access Recorder (Includes Avionica miniQAR) (STCs ST02472AT or ST03151AT)	D	1	0		No change from FAA MMEL.
08	Common Display System (CDS) (-600/-700/-800/-900/-900ER)					
08-01	Display Units (DU)					
08-01-01	Lower DU	A	1	0	(O)	May be inoperative provided: a) All remaining DUs operate normally, b) It is checked that engine display can be switched to an alternate DU, and c) Repairs are made within three flight days.
08-01-02	Inboard DU	A	2	1	(O)	For EFIS/MAP configuration, Right Inboard DU may be inoperative provided: a) It is checked that engine display can be switched to an alternate DU, b) All navigation must be based on ILS/VOR/DME, and c) Repairs are made within one flight day.
08-02	CDS MAINT Annunciation					No change from FAA MMEL.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch		4. Remarks or Exceptions
31	INDICATING / RECORDING SYSTEMS				
13 ***	Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and SA20-7)				
13-01	Inboard DU (ND)	A	2	1	(O) For PFD/ND configuration, Right Inboard DU may be inoperative provided: a) Reversionary Display on PFD is checked prior to departure, b) PFD Lateral Deviation Scale operates normally, and c) Repairs are made within one flight day.
13-01-01	Display Control Panel Switches/Control Knobs	A	-	0	Right Inboard DU Control Switches/Knobs may be inoperative provided: a) Right Inboard DU is considered inoperative, and b) Repairs are made within one flight day.
13-01-01-01	TERR	C	2	1	
13-01-01-02	TFC	C	2	1	
13-01-01-03	WX	C	2	1	
13-02	Outboard DU (PFD)				
13-02-01	Display Control Panel Switches/Control Knobs				
13-02-01-01	RA/DA Set	C	2	0	May be inoperative provided approach minimums do not require its use.
13-02-01-02	RA/DA	C	2	0	May be inoperative provided approach minimums do not require its use.

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31	INDICATING / RECORDING SYSTEMS				
13 ***	Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and SA20-7) (cont'd)				
13-02	Outboard DU (PFD) (cont'd)				
13-02-01	Display Control Panel Switches/Control Knobs (cont'd)				
13-02-01-03	RA/Test	C	2	0	
13-03	Forward Electronic Panel (ND) (-200)	B	1	0	
13-03-01	TERR	B	1	0	May be inoperative provided Terrain Awareness and Warning System (TAWS) are considered inoperative.
13-03-02	TFC				
13-03-02A		D	1	0	May be inoperative provided TCAS VSI operates normally.
13-03-02B		C	1	0	May be inoperative provided TCAS is considered inoperative.
13-03-03	WX	C	1	0	May be inoperative provided Weather Radar is considered inoperative.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
31	INDICATING / RECORDING SYSTEMS					
15 ***	Flat Panel Display System Innovative Solutions and Support (STC ST03125NY) (-300/-400/-500)					
15-01	Integrated Flat Panel Display (IFPD)	A	4	3		Right Inboard DU may be inoperative provided repairs are made within one flight day.
15-02	Display Control Panel (DCP)	A	2	1	(O)	One may be inoperative provided: a) All functions of operative DCP are verified to operate normally, b) The appropriate ALTN DCP is selected, and c) Repairs are made within 2 flight-days.
20	Flight Display System (UASC EFI-890R) (STC O-LSA18-036/D)					
20-01	Navigation Displays (ND)	A	2	1		Copilot's side may be inoperative for one flight day provided: a) Captain's ND unit is operative, and b) Both AHRS are operative.
20-01-01 ***	TERR	A	1	0		May be inoperative for three flight days provided Terrain Awareness and Warning System (TAWS) is considered inoperative.
20-01-02	Display Control Panel Switches/Control Knobs	A	-	0		Copilot's side may be inoperative for one flight day provided copilot's ND is considered inoperative.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
31	INDICATING / RECORDING SYSTEMS					
21	Flight Display System (Collins FDS-2000) (STC O-LSA08-189/D)					
21-01	Navigation Displays (ND)	A	2	1	(O)	Copilot's side may be inoperative for one flight day provided composite display is verified operative prior to departure.
21-02	Display Control Panel (DCP)	A	2	1	(O)	One may be inoperative provided: a) All functions of the operative DCP are verified operative, b) The appropriate ALTN DCP is selected, and c) Repairs are made within one flight day.
22	Multi-Function Display System (Universal MFD-640) (STC O-LSA08-189/D)					
22-01	MFD-640 Display Panel	A	1	0		May be inoperative for three flight days.
22-01-01	TERR	A	1	0		May be inoperative for three flight days provided Terrain Awareness and Warning System (TAWS) is considered inoperative.
22-01-02	TRAF					
22-01-02A		D	1	0		May be inoperative provided TCAS VSI/TRA traffic functions are operative.
22-01-02B		B	1	0		May be inoperative provided TCAS is considered inoperative.
22-01-03	WX	C	1	0		May be inoperative provided Weather Radar is considered inoperative.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
32	LANDING GEAR				
02	Antiskid System				
02-01	(-100/-200/-300/ -400/-500)	B	1	0	(O) May be inoperative provided: a) Crew members are the only occupants of the aircraft, and b) AFM performance penalties are applied.
02-02	(-600/-700/-800/-900/-900ER) (Antiskid System Channels)				
02-02A		B	2	0	(M)(O) May be inoperative provided: a) Associated Antiskid channels are deactivated, b) Crew members are the only occupants of the aircraft, and c) AFM performance penalties are applied.
02-02B		B	2	1	(M)(O) May be inoperative provided: a) Associated Antiskid channel is deactivated, b) AFM performance penalties are applied, c) Thrust Reversers are operative, d) Reduced thrust takeoff operations are prohibited, and e) Takeoff or landing is not conducted from a contaminated runway.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
32	LANDING GEAR				
03	Parking Brake Valve (-300/-400/-500/-600/ -700/-800/-900/-900ER)	C	1	0	(M)(O) May be inoperative provided: a) Antiskid system is deactivated, b) Operations are conducted in compliance with AFM antiskid inoperative decrements, and c) Crew members are the only occupants of the aircraft.

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33	LIGHTS				
01	Cockpit / Flight Deck / Flight Compartment and Instrument Lighting System				
01-01	C	-	-		No change from FAA MMEL.
01-02	C	-	0		May be inoperative for day operations.
03	Passenger Lighted Information Signs and Notice System				
03-01	"NO SMOKING / FASTEN SEAT BELT / RETURN TO SEAT" Signs				
03-01A	C	-	-	(M)	No change from FAA MMEL.
03-01B	C	-	-	(O)	No change from FAA MMEL.
03-01C	C	-	0	(O)	May be inoperative or missing provided: a) Aircraft crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used. NOTE 1: For the purposes of this item, "aircraft crew" means the operating crew members including flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members. NOTE 2: The operator's MEL must state the maximum number of aircraft crew permitted.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33 LIGHTS				
03 Passenger Lighted Information Signs and Notice System (cont'd)				
03-02 All Cargo, Supernumerary / Courier Area Lighted Information Signs	D	-	0	May be inoperative provided all crew members are on the flight deck.
03-03 Aural Tone System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
06 Anti-Collision Beacons (Without Blended Winglet or Split Scimitar Winglet, -800/-900/-900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet with Dual Glass Lens)				
06A and 06B				No change from FAA MMEL.
06-01 Blended Winglet				
06-01-01 (-700 with Single Plastic Lens)	C	2	0	No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33	LIGHTS				
06	Anti-Collision Beacons (Without Blended Winglet or Split Scimitar Winglet, -800/-900/-900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet with Dual Glass Lens) (cont'd)				
06-01	Blended Winglet (cont'd)				
06-01-03	(-300/-500 with STC ST01219SE and Winglet Strobe Lights)	C	2	0	No change from FAA MMEL.
06-01-03A		C	2	0	May be inoperative provided winglet strobe lights operate normally. NOTE: Tail strobe light may be inoperative.
06-01-03B		C	2	0	May be inoperative provided at least one tail or winglet strobe light operates normally.
06-01-04	(-700 with Single Plastic Lens and 3rd anti-collision beacon)	C	3	0	No change from FAA MMEL.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33 LIGHTS				
07 Wing Illumination Lights				
07A	C	2	0	(O) No change from FAA MMEL.
07B	C	2	0	One or both may be inoperative for day operations.
07-01 *** Overwing Ice Lights (Grimes Aerospace STC ST500CH)	C	2	0	May be inoperative.
14 Exterior Emergency Lighting System				
14A	C	-	0	May be inoperative for day operations.
14B	B	1	0	No change from FAA MMEL.
14C	A	1	0	(O) May be inoperative for one flight day provided: a) Aircraft crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used. NOTE 1: For the purposes of this item, “aircraft crew” means the operating crew members including flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members. NOTE 2: The operator’s MEL must state the maximum number of aircraft crew permitted.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33	LIGHTS				
15	Interior Emergency Exit Lighting System	C	-	-	Must be operative. Individual light bulbs, etc. may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
15-01 through 15-04					No change from FAA MMEL.
15-05	No Passengers Carried	A	-	0	May be inoperative for non-passenger carrying operations for one flight day.
19	Floor Proximity Emergency Escape Path Marking System (All Models and STCs)		1	1	Must be operative.
19-01	Incandescent Lighting System	C	-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting levels specified in certification documents.
19-02	Photoluminescent Lighting System	C	-	-	Specified sections of the photoluminescent system may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
19-03	Seat Mounted LED and Incandescent Lighting Systems	C	-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting levels specified in certification documents.
19-04	No Passengers Carried				Not authorized in Canada.
19-05	All Cargo Operations	D	1	0	

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33 LIGHTS				
21 Main Deck Cargo Compartment Lighting (737C, 737-700C/ -800BCF, and STCs ST00283AT, ST01827LA, SA94-75, SA94-77, SA22-6 and SA25-72)				
21-01 Cargo Door Floodlights				
21-01A	C	-	0	(M) No change from FAA MMEL.
21-01B	C	-	0	No change from FAA MMEL.
21-01-01 All-Cargo Configuration (STC SA22-6)				
21-01-01A	C	2	0	(M)(O) May be inoperative or damaged provided: a) Alternate procedures are established and used, and b) Damaged light(s) are deactivated. NOTE: Any portion of the system that operates normally may be used.
21-01-01B	C	2	0	May be inoperative provided operations do not require its use. NOTE: Any portion of the system that operates normally may be used.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33	LIGHTS				
21	Main Deck Cargo Compartment Lighting (737C, 737-700C/ -800BCF, and STCs ST00283AT, ST01827LA, SA94-75, SA94-77, SA22-6 and SA25-72) (cont'd)				
21-01	Cargo Door Floodlights (cont'd)				
21-01-02	Combi Configuration (STC SA25-72)				
21-01-02A		C	2	0	(M)(O) May be inoperative or damaged provided: a) Alternate procedures are established and used, and b) Damaged light(s) are deactivated. NOTE: Any portion of the system that operates normally may be used.
21-01-02B		C	2	0	May be inoperative provided operations do not require its use. NOTE: Any portion of system that operates normally may be used.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33	LIGHTS				
21	Main Deck Cargo Compartment Lighting (737C, 737-700C/ -800BCF, and STCs ST00283AT, ST01827LA, SA94-75, SA94-77, SA22-6 and SA25-72) (cont'd)				
21-02	Cargo Compartment Lights (-800BCF, STCs ST00283AT and ST01827LA)				
21-02A		C	-	0	(M) No change from FAA MMEL.
21-02B		C	-	0	No change from FAA MMEL.
21-02-01	All-Cargo Configuration (STC SA22-6)				
21-02-01A		C	14	0	(M)(O) May be inoperative or damaged provided: a) Alternate procedures are established and used, and b) Damaged light(s) are deactivated. NOTE: Any portion of the system that operates normally may be used.
21-02-01B		C	14	0	May be inoperative provided operations do not require its use. NOTE: Any portion of the system that operates normally may be used.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33	LIGHTS				
21	Main Deck Cargo Compartment Lighting (737C, 737-700C/ -800BCF, and STCs ST00283AT, ST01827LA, SA94-75, SA94-77, SA22-6 and SA25-72) (cont'd)				
21-02	Cargo Compartment Lights (-800BCF, STCs ST00283AT and ST01827LA) (cont'd)				
21-02-02	Combi Configuration (STC SA25-72)				
21-02-02A		C	7	0	(M)(O) May be inoperative or damaged provided: a) Alternate procedures are established and used, and b) Damaged light(s) are deactivated. NOTE: Any portion of the system that operates normally may be used.
21-02-02B		C	7	0	May be inoperative provided operations do not require its use. NOTE: Any portion of the system that operates normally may be used.
27 ***	Main Cargo Compartment In-Flight Access Alert System (STC SA22-6)	C	-	0	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
34	NAVIGATION					
07	Standby Horizon Indicator					
07-01	Standby Attitude Indicator (Includes STC O-LSA18-036/D)	B	1	0		No change from FAA MMEL
07-02 ***	ILS Indication	D	1	0		No change from FAA MMEL
10	Directional Gyro Compass System					
10-01	Magnetic Modes					
10-01A		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.
10-01B		B	2	0	(O)	One or both may be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems operate normally and are used in conjunction with free gyro navigation techniques.
10-02	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).

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
34	NAVIGATION					
11	Standby Magnetic Compass					
11A		B	1	0		No change from FAA MMEL.
11B		B	1	0		May be inoperative provided: a) Any combination of two gyro or INS (IRS) stabilized compass, systems operate normally, and b) Aircraft is operated with dual independent navigation capability and, under positive radar control by ATC during the enroute phase, or one of the navigation systems is a TSO'd GPS which provides track information.
11C		C	1	0		No change from FAA MMEL.
14	Marker Beacon Receiver System					
14-01		C	1	0	(O)	May be inoperative provided alternate procedures are established and used.
14-02		D	1	0		May be inoperative provided procedures do not require its use.
15	Weather Radar					
15-01 to 15-03						No change from FAA MMEL.
15-04 ***	Autotilt / Multiscan Function (Including STCs ST01843AT, ST01470LA-D)	C	1	0		No change from FAA MMEL
15-05 ***	Stabilization Function	C	1	0	(M)	No change from FAA MMEL

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
17	VHF Navigation Systems (VOR/ILS)				
17-01	(-100/-200/-300/ -400/-500)				No change from FAA MMEL.
17-02	(-300/-400/-500 GNLU-920 MMR, STC ST00998LA-D)				No change from FAA MMEL.
17-03	(-600/-700/-800/ -900/-900ER)				No change from FAA MMEL.
19 ***	Instrument Comparator or Warning System (-200/-300/-400/-500, Includes STC ST03355AT)	C	-	0	No change from FAA MMEL
20	Radio Altimeter Systems				
20-01	Receiver/Transmitters				
20-01-01	(-100/-200)				
20-01-01A		A	-	0	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Repairs are made within three flight days.
20-01-01B		C	-	0	(M)(O) No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
20	Radio Altimeter Systems (cont'd)				
20-01	Receiver/Transmitters (cont'd)				
20-01-02	(-300/-400/-500)				
20-01-02A		C	2	1	(M)(O) No change from FAA MMEL.
20-01-02B		A	2	1	(M)(O) One may be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within three flight days.
20-01-03	(-600/-700/-800/-900/-900ER)				(M)(O) No change from FAA MMEL.
20-02	Indications				No change from FAA MMEL.
25	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.
25-01	Aural Alert	C	-	0	No change from FAA MMEL.
25-02	Visual Alert	C	-	0	No change from FAA MMEL.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch		4. Remarks or Exceptions
34	NAVIGATION					
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and SA20-7)					
26-01	Ground Proximity Warning System (GPWS)	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
26-01-01	Modes 1 thru 4	A	4	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
26-01-02	Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.
26-01-03	Glideslope Deviation(s) (Mode 5)					No change from FAA MMEL.
26-01-04	Advisory Callouts (Mode 6)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and SA20-7) (cont'd)				
26-01	Ground Proximity Warning System (GPWS) (cont'd)				
26-01-05 ***	Windshear Warning and Flight Guidance Mode (Reactive) (Mode 7)				
26-01-05A		B	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
26-01-05B		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
26-02 ***	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) No change from FAA MMEL.
26-03	Terrain Displays				
26-03A and 26-03B					No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and SA20-7) (cont'd)				
26-03	Terrain Displays (cont'd)				
26-03-01 ***	Vision One (STC ST03355AT)	D	-	0	
26-04 ***	Runway Awareness and Advisory System (RAAS)	C	1	0	No change from FAA MMEL.
36	Flight Management Computer System (FMCS)				
36-01	(-200 CMA-900 FMS/GPS)				
36-01-01	Navigation Databases				
36-01-01A		C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
36	Flight Management Computer System (FMCS) (cont'd)				
36-01	(-200 CMA-900 FMS/GPS) (cont'd)				
36-01-01	Navigation Databases (cont'd)				
36-01-01B		C	-	1	(O) Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION				
36 Flight Management Computer System (FMCS) (cont'd)				
36-01 (-200 CMA-900 FMS/GPS) (cont'd)				
36-01-01 Navigation Databases (cont'd)				
36-01-01C	A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
36	Flight Management Computer System (FMCS) (cont'd)				
36-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)				
36-02-05	Navigation Databases				
36-02-05A		C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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34	NAVIGATION				
36	Flight Management Computer System (FMCS) (cont'd)				
36-02	(-300/-400/-500/-600/-700/-800/-900/-900ER) (cont'd)				
36-02-05	Navigation Databases (cont'd)				
36-02-05B		C	-	1	(O) Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
36	Flight Management Computer System (FMCS) (cont'd)				
36-02	(-300/-400/-500/-600/-700/-800/-900/-900ER) (cont'd)				
36-02-05	Navigation Databases (cont'd)				
36-02-05C		A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
36	Flight Management Computer System (FMCS) (cont'd)				
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and SA20-7)				
36-03-01	Navigation Computer Unit (NCU)	C	2	0	May be inoperative provided it is not required by regulations.
36-03-02	Control Display Unit (CDU) (-300)	C	2	0	Except for ETOPS, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required by regulations.
36-03-03	Global Navigation Satellite System (GNSS)	C	2	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
36-03-04	Navigation Display (ND) Caution Annunciator Data Block (FMS Alerts) (-300)	C	2	1	May be inoperative provided: a) Data Block operates normally on flying pilot's ND, and b) FMC is not used for autopilot guidance during approach. NOTE: Requires installation of Universal Avionics EFI-890 Display, STC ST03355AT.
36-03-05	ND Flight Plan Status Block (-300)	C	2	1	May be inoperative on non-flying pilot's ND. NOTE: Requires installation of Universal Avionics EFI-890 Display, STC ST03355AT.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
36	Flight Management Computer System (FMCS) (cont'd)				
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and SA20-7) (cont'd)				
36-03-06	Navigation Databases				
36-03-06A		C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
36	Flight Management Computer System (FMCS) (cont'd)				
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and SA20-7) (cont'd)				
36-03-06	Navigation Databases (cont'd)				
36-03-06B		C	-	1	(O) Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
36	Flight Management Computer System (FMCS) (cont'd)				
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and SA20-7) (cont'd)				
36-03-06	Navigation Databases (cont'd)				
36-03-06C		A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION				
36 Flight Management Computer System (FMCS) (cont'd)				
36-04 *** Innovative Solutions and Support FMS (STC ST03272CH) (-400)				
36-04-01 Advanced Navigation - Multipurpose Control Display Unit (AN-MCDU)	C	2	1	One may be inoperative provided offside AN-MCDU is available for manual selection.
36-04-02 Global Positioning System (GPS)	C	2	0	One or both may be inoperative provided operations and procedures do not require GPS use.
36-04-03 Navigation Databases				
36-04-03A	C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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1. System & Sequence Numbers			2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
36	Flight Management Computer System (FMCS) (cont'd)				
36-04 ***	Innovative Solutions and Support FMS (STC ST03272CH) (-400) (cont'd)				
36-04-03	Navigation Databases (cont'd)				
36-04-03B		C	-	1	(O) Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
36	Flight Management Computer System (FMCS) (cont'd)				
36-04 ***	Innovative Solutions and Support FMS (STC ST03272CH) (-400) (cont'd)				
36-04-03	Navigation Databases (cont'd)				
36-04-03C		A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION				
37 *** Windshear Warning and Flight Guidance System (Reactive)				
37A	B	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
37B	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
40 Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and SA20-7)				No change from FAA MMEL.

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34 NAVIGATION				
45 *** Global Positioning System (GPS)				
45A	C	-	0	No change from FAA MMEL.
45B	D	-	0	No change from FAA MMEL.
45-01 Navigation Data Base				
45-01A	C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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34	NAVIGATION				
45 ***	Global Positioning System (GPS) (cont'd)				
45-01	Navigation Data Base (cont'd)				
45-01B		C	-	1	(O) Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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34	NAVIGATION				
45 ***	Global Positioning System (GPS) (cont'd)				
45-01	Navigation Data Base (cont'd)				
45-01C		A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
52 ***	Performance Management System (PMS) with Windshear Detection/Alerting System (STC SA2018NM)	C	-	0	(O) May be inoperative provided: a) TAT Indicator operates normally, b) PMS remains uncoupled from autopilot, c) Autothrottle system is considered inoperative, and d) Windshear Detection and Guidance is considered inoperative.
54 ***	Integrated Standby Systems				
54-01 and 54-02					No change from FAA MMEL.
54-03	Electronic Standby Instrument System (ESIS) (STC ST03125NY) (-300/-400/-500 Series)				
54-03-01	Attitude Display	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
54-03-02	Heading Display	C	1	0	
54-03-03	VOR/ILS Indications	C	1	0	May be inoperative provided procedures do not require its use.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
59 ***	Air Data Display Unit (ADDU) (STC O-LSA05-296/D)	D	1	0	
60	Flight Management System (FMS) (STC O-LSA05-359/D) (STC O-LSA08-089/D) (STC O-LSA08-189/D) (STC O-LSA18-036/D)				
60-01	Navigation Capability				
60-01A		C	2	1	One may be inoperative provided operations into NAT MNPS airspace and GPS approaches are not conducted.
60-01B		C	2	0	(O) May be inoperative provided: a) Aircraft is operated 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.
60-02	Auto Pilot Coupling	C	-	0	(O)

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION				
60 Flight Management System (FMS) (STC O-LSA05-359/D) (STC O-LSA08-089/D) (STC O-LSA08-189/D) (STC O-LSA18-036/D) (cont'd)				
60-03 Navigation Data Base				
60-03A	C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
60	Flight Management System (FMS) (STC O-LSA05-359/D) (STC O-LSA08-089/D) (STC O-LSA08-189/D) (STC O-LSA18-036/D) (cont'd)				
60-03	Navigation Data Base (cont'd)				
60-03B		C	-	1	(O) Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION				
60 Flight Management System (FMS) (STC O-LSA05-359/D) (STC O-LSA08-089/D) (STC O-LSA08-189/D) (STC O-LSA18-036/D) (cont'd)				
60-03 Navigation Data Base (cont'd)				
60-03C	A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
61	LPV Navigator (STC SA17-39)				
61-01	Navigation Data Base	C	1	0	(O) May be out of currency provided approaches are not conducted using associated system.
61-02A	WAAS GPS	C	2	1	(M)(O) One may be inoperative provided operators establish procedures for failure of remaining GPS while enroute.
61-02B	WAAS GPS	C	2	0	(M) Both may be inoperative provided approaches are not conducted using associated system.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
62 ***	GNSS with LPV Approach / ADS-B Systems (STC SA19-31)				
62-01	Global Positioning System (GPS)	C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Both GPS must be operative for RNP AIR operation. NOTE 2: Both GPS must be operative for RNP APCH operation. NOTE 3: One GPS with associated operative ATC transponder must be operative for ADS-B Out function. The associated ADS-B Out function is considered inoperative. NOTE 4: The associated Automatic UTC Update Function(s) will be inoperative. The associated clock is considered inoperative. NOTE 5: With one GPS inoperative, normal operation is possible if ANP meets the requirements for the phase of flight. NOTE 6: Both GPS must be operational for RNAV operations, except RNAV departure with RNP of 1.0 or greater which requires only one GPS.
62-02	GPS Fault Indication	C	1	0	May be inoperative provided FMS CDU GPS Fault Message (-L and -R) are operative.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
62 ***	GNSS with LPV Approach / ADS-B Systems (cont'd) (STC SA19-31)				
62-03	Automatic Dependent Surveillance Broadcast (ADS-B) System	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.
		C	-	1	One may be inoperative.
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by regulations. NOTE: Any ADS-B function that operates normally may be used.
62-04	ADS-B Fault Indication Panel	B	1	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
62 ***	GNSS with LPV Approach / ADS-B Systems (cont'd) (STC SA19-31)				
62-05	SBAS Landing System (SLS / LPV)	D	2	0	May be inoperative provided procedures do not require its use.
62-06	SBAS Control Panel LPV Mode	D	-	0	May be inoperative provided procedures do not require its use.
62-07	SBAS Control Panel GLS Mode	D	-	0	May be inoperative provided procedures do not require its use.
62-08	SLS Annunciator Control Panel	D	2	0	May be inoperative provided procedures do not require its use.
62-09	SLS Navigation Database	-	2	0	Refer to 34-60-03.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch		4. Remarks or Exceptions
34	NAVIGATION					
65	Space Based Augmented System (SBAS) Landing System (STC SA11-92)					
65-01	GPS Sensor Units	D	2	0		May be inoperative provided operations and procedures do not require GPS use.
65-02	GPS Fault Indication	C	1	0		May be inoperative provided FMS CDU GPS Fault Messages are operative.
65-03	Satellite Landing System (SLS) Control Panel (CMA-5025)	D	2	0	(O)	May be inoperative provided approach / landing procedures do not require its use.
65-04	LPV Adapter	D	2	0	(O)	May be inoperative provided: a) Approach / landing procedures do not require its use, and b) Verify VOR/ILS/DME operates normally.
65-05	LPV Annunciator / Control Panel	D	2	0	(O)	May be inoperative provided approach / landing procedures do not require its use.
65-06	LPV Down Load Unit (DLU)	D	1	0	(O)	May be inoperative provided: a) LPV Navigation Database is current, or b) SLS not usable if LPV navigation database is expired.
65-07	LPV Navigation Database	D	-	0		May be inoperative or out of currency provided approach / landing procedures do not require its use.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
70	Head-Up Guidance System (HGS) Model 6000 (STC ST02522SE)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
70-01	Low Visibility Takeoff Function	C	-	0	May be inoperative provided takeoff minimums do not require its use.
70-02	Brightness (BRT) Control	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
71	Enhanced Vision System (EVS) Model 3600 (STC ST02522SE)	D	1	0	May be inoperative provided operations do not require its use.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
72	Electronic Standby Instrument System (ESIS) (GH-3100) (STC O-LSA08-189/D)				
72-01	Standby Attitude Indication	A	1	0	May be inoperative provided: a) IRS 1 / AHRS 1 and IRS 2 / AHRS 2 units are operative, b) All four Adaptive Flight Displays are operative, c) Flight in conducted in day VMC, and d) Repairs are made within one flight day.
72-02	Standby Airspeed Indication	A	1	0	May be inoperative provided: a) ADC 1 and ADC 2 units are operative, b) All four Adaptive Flight Displays are operative, and c) Repairs are made within one flight day.
72-03	Standby Altitude Indication	A	1	0	May be inoperative provided: a) ADC 1 and ADC 2 units are operative, b) All four Adaptive Flight Displays are operative, and c) Repairs are made within one flight day.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
34	NAVIGATION					
73	Terrain Awareness and Warning System (TAWS) (STC LSA08-189/D) (STC LSA18-036/D)					
73-01	Ground Proximity Warning System (GPWS)	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
73-01-01	Modes 1 thru 4	A	4	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
73-01-02	Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.
73-01-03	Glideslope Deviation(s) (Mode 5)	C	2	1		May be inoperative.
		B	2	0		May be inoperative.
73-01-04	Advisory Callouts (Mode 6)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.
73-02 ***	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O)	May be inoperative provided alternate procedures are established and used.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
73	Terrain Awareness and Warning System (TAWS) (STC LSA08-189/D) (STC LSA18-036/D) (cont'd)				
73-03	Terrain Displays	C	-	1	
		B	-	0	

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
74	Dual Inertial Reference System (IRS) or Attitude Heading Reference System (AHRS) (STC LSA08-189/D)				
74-01	IRS or AHRS #1	A	2	1	May be inoperative provided: a) IRS 2 / AHRS 2 unit is operative, b) All four Adaptive Flight Displays are operative, c) Autopilot is not required, d) Standby GH-3100 ESIS is operative, and e) Repairs are made within one flight day.
74-02	IRS or AHRS #2	A	2	1	May be inoperative provided: a) IRS 1 / AHRS 1 unit is operative, b) All four Adaptive Flight Displays are operative, c) Standby GH-3100 ESIS is operative, and d) Repairs are made within one flight day.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
75	Dual Inertial Reference System (IRS) (STC LSA18-036/D)				
75-01	IRS #1	B	2	1	May be inoperative provided: a) IRS 2 unit is operative, b) Both NDs are operative, c) Autopilot is not required, and d) Standby ADI is operative.
75-02	IRS #2	B	2	1	May be inoperative provided: a) IRS 1 unit is operative, b) Both NDs are operative, and c) Standby ADI is operative.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
35	OXYGEN				
02	Passenger Service Units (PSUs)	D	-	-	(M)(O) May be inoperative or missing provided: a) Affected seat or bank of seats is placarded INOPERATIVE and not occupied, b) No more than two consecutive banks of seats and their adjacent banks of seats have missing or inoperative PSUs, and c) Units at assigned flight attendant locations operate normally.
02-01	Automatic Presentation	B	1	0	(M)(O) No change from FAA MMEL.
02-02	Door Latches	-	-	-	May be inoperative provided associated Passenger Service Unit (35-02) is considered inoperative.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
35	OXYGEN				
04	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.
04-01 ***	Tamper Seals or Tags	C	-	-	(O) No change from FAA MMEL.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
35	OXYGEN				
05	Passenger Oxygen System				
05A		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.
05B		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.
05C		B	1	0	No change from FAA MMEL.
05D	Supernumerary Oxygen Masks (-800BCF, STCs SA22-6 and SA25-72)	C	-	0	No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
35	OXYGEN				
05	Passenger Oxygen System (cont'd)				
05-01	Lavatory Oxygen				
05-01A		C	-	-	(O) May be inoperative provided: a) Lavatory is not used for any purpose, and b) Lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER".
05-01B		C	-	-	(O) May be inoperative provided aircraft is not operated above FL 250.
05-02	All Cargo Operations				
05-02A		D	1	0	May be inoperative provided: a) Portable oxygen bottles are available to all crew members required to be off flight deck, and b) An automatic warning system is in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight.
05-02B		D	1	0	May be inoperative provided all crew members are on the flight deck.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
35	OXYGEN				
06	Portable Protective Breathing Equipment (PBE)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative protective breathing equipment unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.
06-01 ***	Tamper Seals or Tags	C	-	-	(O) No change from FAA MMEL.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
36	PNEUMATIC				
05	Engine Bleed Air Shutoff Valves (PRSOV)				
05-01	(-100/-200)	C	2	1	(M)(O) One may be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) APU is operative and capable of supplying bleed air.
05-02	(-300/-400/-500/-600-700/-800/-900/-900ER)				
05-02A		C	2	1	(M)(O) Except for ETOPS beyond 120 minutes, one may be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, and c) APU is operative and capable of supplying bleed air.
05-02B		C	2	0	Not authorized in Canada.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
38	WATER/WASTE				
03 ***	Potable Water Quantity Pre-Select Installation (STC SA17-87)				
03A		D	1	0	Individual components may be inoperative provided: a) Associated components are deactivated, and b) Associated components are verified not to have leaks.
03B		D	1	0	System may be inoperative provided procedures do not require its use. NOTE: AMM procedures for filling potable water tank are unchanged whether system is operative or inoperative.
04	Floor Drain Shutoff Valve (STC SA25-72)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
44	CABIN SYSTEMS				
01 ***	Starlink System (STC SA25-22)				
		C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used. NOTE: Any part of the system that functions normally may be used.
		D	2	0	One or both may be inoperative provided procedures do not require its use. NOTE: Any part of the system that functions normally may be used.
20-1 ***	Rockwell Collins dPAVES Entertainment and USB Power System (STC SA09-28)	D	1	0	
20-2 ***	PSCU (Programmable System Control Unit) (STC SA09-28)	D	1	0	(M) May be inoperative provided dPAVES system is deactivated and secured.
20-3 ***	RPM (Remote Power Unit) (STC SA09-28)	D	-	0	(M) May be inoperative provided USB power system is deactivated and secured.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
46	INFORMATION SYSTEMS				
05 ***	Enhanced Airborne Data Loader (EASA STC 10033194)	C	1	0	May be inoperative.
50	Electronic Flight Bag (EFB) System (STC Q-LSA15-009/D)				
50-01	EFB Device				
50-01A		C	2	1	
50-01B		C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
50-01C		D	2	0	May be inoperative provided procedures do not require its use.
50-02	Power Connection (Including Charger and Cable)				
50-02A		C	2	0	(O) May be inoperative provided alternate procedures are established and used.
50-02B		D	2	0	May be inoperative provided procedures do not require its use.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
46 INFORMATION SYSTEMS				
50 Electronic Flight Bag (EFB) System (STC Q-LSA15-023/D) (cont'd)				
50-03 Mounting Device				
50-03A	C	2	0	(M)(O) May be inoperative provided: a) Associated EFB position(s) is considered inoperative and mounting holder is removed from aircraft, and b) Alternate procedures are established and used.
50-03B	D	2	0	(M) May be inoperative provided: a) Associated EFB position(s) is considered inoperative and mounting holder is removed from aircraft, and b) Procedures do not require its use.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
49	AIRBORNE AUXILIARY POWER				
09	APU Surge Control System				
09-01 ***	Surge Bleed Valve (Models GTCP85-129 and APS-2000) (-100/-200/-300/ -400/ -500)				
09-01A		C	1	0	No change from FAA MMEL. NOTE: Relief also applies to airplanes modified by STC SA5730NM or SA98-91 provided APU is not operating during approach.
09-01B		C	1	0	No change from FAA MMEL. NOTE: Relief also applies to airplanes modified by STC SA5730NM or SA98-91.
09-02	Surge Control Valve (Model AS 131-9B) (-600/-700/-800/ -900/ -900ER)				No change from FAA MMEL.
14 ***	APU Flap Indicator Interlock System (-100/-200 Modified by STC SA5730NM or SA98-91)				
14A		C	1	0	(O) May be inoperative provided: a) Remaining APU surge bleed valve is operating, and b) APU bleed air is used during approach.
14B		C	1	0	(O) May be inoperative provided APU is not operating during approach.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch		4. Remarks or Exceptions
52	DOORS				
03	Door Warning Light System				
03-01 to 03-04					No change from FAA MMEL.
03-05	Main Cargo Door (STCs SA22-6 and SA25-72)				
03-05-01	MCD Control and Indicating Panel - Red “DOOR UNSAFE” Indicator Light	C 1	0	(O)	May be inoperative provided: a) Flight deck red CARGO DOOR warning lights are verified operative and are extinguished, b) All nineteen (19) amber lights on the MCD Control and Indicating Panel are verified operative and are extinguished, c) Green DOOR SAFE indicator light is illuminated, and d) An external visual inspection verifies that the door is CLOSED and all eight (8) lockpins are in the LOCKED position.
03-05-02	MCD Control and Indicating Panel - Green “DOOR SAFE” Indicator Light	C 1	0	(O)	May be inoperative provided: a) Flight deck red CARGO DOOR warning lights are verified operative and are extinguished, b) All nineteen (19) amber lights on the MCD Control and Indicating Panel are verified operative and are extinguished, c) Red DOOR UNSAFE indicator light is verified operative and is extinguished, and d) An external visual inspection verifies that the door is CLOSED and all eight (8) lockpins are in the LOCKED position.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52	DOORS				
03	Door Warning Light System (cont'd)				
03-05	Main Cargo Door (STCs SA22-6 and SA25-72) (cont'd)				
03-05-03	MCD Control and Indicating Panel - Amber Indicator Light	C	19	0	(O) May be inoperative provided: a) Flight deck red CARGO DOOR warning lights are verified operative and are extinguished, b) Red DOOR UNSAFE indicator light is verified operative and is extinguished, c) Green DOOR SAFE indicator light is illuminated, and d) An external visual inspection verifies that the door is CLOSED and all eight (8) lockpins are in the LOCKED position.
03-05-04	Flight Deck Amber "DOOR ARMED" Indicator Light	C	1	0	(M)(O) May be inoperative provided: a) Flight deck red CARGO DOOR warning lights are verified operative and are extinguished, b) MCD Control and Indicating Panel green DOOR SAFE indicator light is illuminated, c) MCD Control and Indicating Panel red DOOR UNSAFE indicator light is extinguished, d) An external visual inspection verifies that the door is CLOSED and all eight (8) lockpins are in the LOCKED position, and e) The associated MCD control circuit is deactivated.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52	DOORS				
03	Door Warning Light System (cont'd)				
03-05	Main Cargo Door (STCs SA22-6 and SA25-72) (cont'd)				
03-05-05	Flight Deck Red "CARGO DOOR" Warning Lights	C	2	0	(M)(O) May be inoperative provided: a) MCD Control and Indicating Panel red "DOOR UNSAFE" indicator lights are verified operative and are extinguished, b) MCD Control and Indicating Panel green "DOOR SAFE" indicator light is illuminated, and c) An external visual inspection verifies that the door is CLOSED and all eight (8) lockpins are in the LOCKED position.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52	DOORS				
10	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA94-77)				
10-01	Latch Pin, Latch Base, and Lower Jamb Latch Fitting	A	8	7	(M)(O) One may be broken or missing from main cargo door provided: a) A visual check is made before departure to ensure no defects are visible on other latch bases, pins, or lower jamb latch fittings, b) damaged latch does not interfere with continuous safe operation of remaining latches and pins c) Flight is conducted in an unpressurized configuration, d) Procedures are established and used to ensure main and lower lobe cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Repairs are made within 2 flight-days. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
10-02	Hydraulic Cylinder Latching Mechanism				
10-02A		B	2	1	(M) One may be inoperative provided remaining latch cylinder is operative through gear box.
10-02B		C	2	0	(M) May be inoperative provided door may be latched and unlatched manually.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52	DOORS				
10	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA94-77) (cont'd)				
10-03	Hydraulic System Control Valve	B	1	0	(M) May be inoperative provided door may be locked and unlocked manually.
10-04	Lifting Actuator Assembly	B	2	0	(M) May be inoperative provided door is verified latched and locked.
10-05	Double Piloted Check Valve	B	1	0	(M) May be inoperative provided door may be locked and unlocked manually.
10-06	Lock, Lock Mount, and Locking Fittings	A	2	1	(M)(O) One may be inoperative provided: a) No defects are visible on remaining lock or lock mount of associated door, and b) Repairs are made within 2 flight-days.
10-07	Sequence Valves	B	2	0	(M) May be inoperative provided door is verified latched and locked.
10-08	Priority Valve	B	1	0	(M) May be inoperative provided door is verified latched and locked.
10-09	Hydraulic Lock Actuators	C	2	0	(M) May be inoperative provided door can be unlocked and unlatched manually.
11	Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA94-77)	C	1	0	(M) May be inoperative provided door is closed, latched, and locked before each departure.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52	DOORS				
12	Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC, and COMBI Models Only)	C	1	0	(M) May be inoperative.
13	Main Cargo Door Lift/Operating Systems				
13-01	Electric and/or Manual Mode (-200C and STC SA94-77)				No change from FAA MMEL.
13-02	Electric Mode (-700C/-800BCF)	C	1	0	(M) No change from FAA MMEL.
13-03	Hydroelectric and/or Manual Mode (STCs ST01827LA, SA22-6 and SA25-72)	C	2	1	One may be inoperative provided remaining mode operates normally.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52	DOORS				
15	Flight Lock System				
15-01 to 15-02					No change from FAA MMEL.
15-03	Overwing Exit (STC SA22-6)	C	-	0	(M)(O) May be inoperative provided: a) For inoperative flight lock(s), inputs to associated flight deck indications are deactivated, and b) An external visual inspection verifies that the exit(s) is fully CLOSED.
15-04	Overwing Exit (STC SA25-72)				
15-04-01	Forward Overwing Exits	C	2	0	(M)(O) May be inoperative provided: a) For inoperative flight lock(s), inputs to associated flight deck indications are deactivated, and b) An external visual inspection verifies that the exit(s) is fully CLOSED.
15-04-02	Aft Overwing Exits	C	2	0	(M)(O) May be inoperative provided: a) For inoperative flight lock(s), inputs to associated flight deck indications are deactivated, b) Each affected exit is verified to be capable of being unlatched and opened before each departure, and c) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52 DOORS				
16 Main Cabin Exit/Slide (All Cargo Configuration) (including STC SA22-6)				
16A	C	-	-	All slides in the cargo area with the exception of L1 and R1 may be inoperative provided: a) Exits L1 and R1 are accessible to all crew members, and b) The aisle(s) between the flight deck and the cargo crew members' assigned seating location are not wholly or partially blocked by cargo.
16B				Not authorized in Canada.
16C				Not authorized in Canada.
16D	B	-	0	All slides may be inoperative provided: a) All crew members are on the flight deck, and b) An alternate means of egress is available.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52 DOORS				
20 Flight Deck Door Pressure Relief Panels				
20-01 *** JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR 25.795 Compliant)		3	3	Must be operative.
20-02 *** Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR 25.795 Compliant)		2	2	Must be operative.
24 Main Cabin Cargo Door Vent Door				
24-01 All-Cargo Configuration (STC ST01827LA)	C	2	1	(M) Inoperative Vent Door must be mechanically closed before dispatch.

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1. System & Sequence Numbers			2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
52	DOORS				
26	Main Cabin Exit/Slide				
26-01	(Aircraft Crew Only)	A	-	-	(M)(O) One cabin door/slide or one emergency exit/slide may be inoperative provided: a) Only aircraft crew are carried, b) Affected emergency exit is verified closed, latched and locked before each flight, c) Aircraft crew are advised of the nature (emergency exit and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected exit, though opposite exit may be used, d) Conspicuous sign or placard, indicating that exit is inoperative, is attached to exit, e) Emergency exit signs and lights associated only with inoperative exit are obscured (NOTE 3), and f) Repairs are made within three flight days. NOTE 1: For the purpose of this item only, “aircraft crew” means operating crew members including flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members. NOTE 2: Operator’s MEL must state the maximum number of aircraft crew permitted. NOTE 3: Exit locator signs and emergency aisle path markings which are shared between two exits must not be obscured.

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System & Sequence Numbers	1.		2. Number Installed	3. Number Required for Dispatch		4. Remarks or Exceptions
77	ENGINE INDICATING					
05	Vibration Indicating Systems					
05-01 ***	(-100/-200)	C	2	0		No change from FAA MMEL.
05-02	(-300/-400/-500/-600/-700/-800/-900/-900ER)	B	2	1	(M)	One may be inoperative provided an approved vibration monitoring maintenance reliability program is in place and no adverse trends have been recorded prior to flight.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
78	ENGINE EXHAUST				
01	Thrust Reverser Systems				
01-01	(-100/-200)				
01-01A		C	2	1	(M)(O) No change from FAA MMEL.
01-01B		C	2	1	(M)(O) No change from FAA MMEL. NOTE: Relief also applies to airplanes modified by STC SA5730NM or SA98-91.
01-02 and 01-03					No change from FAA MMEL.
02	REVERSER UNLOCKED Lights (-100/-200/-300/ -400/-500)	C	2	1	(M) No change from FAA MMEL. NOTE: Relief also applies to airplanes modified by STC SA5730NM or SA98-91.
04 ***	Thrust REVERSER ARMED Light(s) (-100/-200)	C	-	0	(M) No change from FAA MMEL. NOTE: Relief also applies to airplanes modified by STC SA5730NM or SA98-91.
05	Thrust Reverser Override Switches (-100/-200)	C	2	1	No change from FAA MMEL. NOTE: Relief also applies to airplanes modified by STC SA5730NM or SA98-91.
06 ***	Thrust Reverser LOW PRESSURE Light (-100/-200)	C	2	1	(M) No change from FAA MMEL. NOTE 1: No change from FAA MMEL. NOTE 2: Relief also applies to airplanes modified by STC SA5730NM or SA98-91.