EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST
(SUPPLEMENT)

BOEING B737-600/-700/-800/-900

REVISION 19

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST

Revision: 16
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EASA Project Number 10005514

REVISION: 19

This Master Minimum Equipment List (MMEL) Supplement is issued by the European Aviation Safety Agency at the above revision and is recommended for approval as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of this Type, as certificated by the European Aviation Safety Agency and operated under the jurisdiction of EASA member States National Authorities.

This EASA MMEL Supplement must only be used in conjunction with the FAA Approved MMEL at Revision 56 dated 19 November, 2012.

signed by

Colin Hancock
EASA MMEL Section Manager
for and on behalf of EASA

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	25 February 1998		
Revision 1	21 April 1998		
Revision 2	15 September 1998		
Revision 3	13 August 1999		
Revision 4	3 May 2000		
Revision 5	20 November 2000		
Revision 6	23rd May 2001		
Revision 7	11th June 2001		
Revision 8	12th April 2002		
Revision 9	12th June 2002		
Revision10	12th August 2002		
Revision 11	12th February 2004		
Revision 12	20th July 2005		
Revision 13	17th August 2006		
Revision 13a	4th January 2007		
Revision 14	24th September 2007		
Revision 15	10th July 2008		
Revision 16	22nd December 2009		
Revision 17	6 May, 2011		
Revision 18	12 December, 2012		
Revision 19	27 February, 2013		

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REVISION HIGHLIGHTS

Revision 19 Highlights

Revision 19 has been issued following review of the FAA MMEL Revisions 56, and amended accordingly.

The following changes have been made to the supplement at this revision:-

- Signature page amended to reflect current base document. Added reference to EASA project number and Boeing contact information.
- Revision record updated.
- Revision 19 highlights included.
- List of effective pages updated.
- Revised Preamble to reference EASA Air Operations regulations (Part-OPS).
- Added item 23-01, Flight Deck Speakers. Revised requirements to reference ACAS and TAWS.
- Added item 25-04 and removed note referencing Non-essential Equipment Furnishings (NEF).
- Revised 30-03.
- Revised 31-07 repair interval from D to C so that this item is not less restrictive than the subcomponent, QAR.
- Added item 31-07 1). Requirements are per TGL26/CS MMEL.
- Revised item 34-15.

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Note: The above is a list of the applicable ATA Chapters for which MMEL relief could be amended by this supplement. Check the list of effective pages to determine if there are active pages in any specific chapter.

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PREAMBLE

The following is applicable for operators under European air operations regulations (Part-OPS). Paragraph 1.c.2 of Annex I to Article 5 (Essential requirements for airworthiness) of Regulation (EC) No 216/2008 (the 'Basic Regulation") requires that all equipment installed on an aircraft required for type certification or by operating rules shall be operative. However, paragraph 2.a.3 of Annex IV to Article 8 (Essential requirements for air operations) of the Basic Regulation also allows the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

The EASA Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilisation and thereby provide more convenient and economic air transportation for the public. The EASA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which EASA finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

The MMEL is the basis for development of individual operator's MELs, which take into consideration the operator's particular aircraft equipment configuration and operational conditions. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from Airworthiness Directives or any other Mandatory Requirement It is important to remember that all equipment related to the airworthiness and the operating requirements of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

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PREAMBLE
(Continued)

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectification's can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. Rectification Interval Extension, as prescribed in JAR-MMEL/MEL.081, has been taken into account in the development of this MMEL. Therefore operators, with the approval of their authority, may consider use of the referenced procedure as being within the scope of this MMEL. The MEL provides for release of the aircraft for flight with inoperative equipment.

When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by the applicable regulations. The item is then either rectified or may be deferred per the MEL or other approval means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by the applicable regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever possible account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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DEFINITIONS AND EXPLANATORY NOTES

The following Definitions are used throughout this document.

1. Rectification Interval Categories:

Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks or Exceptions column (5) of the MMEL.

Where a time period is specified in calendar days it shall start at 00:01 on the calendar day following the day of discovery.

Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery.

Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.

Category D

Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

2. FAA MMEL Definition 7. ER. The FAA definition as it appears in Policy Letter 25 is now considered acceptable.

3. As required by Operating Requirements: The associated item must comply with EU-OPS or any other legislation in force during the flight. Operators should refer to JAR-OPS MEL Policy Document (Administrative and Guidance Material, Section Four: Operations, Part Three: Temporary Guidance Leaflet Number 26) for suitable alleviation's based upon the required equipment identified within EU-OPS , subparts K and L.

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DEFINITIONS AND EXPLANATORY NOTES (continued...)

The definition (s) presented here are additional to any which are otherwise applicable:

4. Visual Flight Rules (VFR): is as defined by National Authority operating rules. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

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GUIDANCE FOR USE OF THIS SUPPLEMENT

1. Aircraft Model Applicability

This Supplement is applicable to the following Boeing 737NG variants only:

- B737-600
- B737-700 (including the B737-700IGW)
- B737-800
- B737-900 (including the B737-900ER)

Note: The Model B737-700C has not been subject to a validation and is specifically excluded from the EASA review and concurrence with the FAA MMEL.

2. This supplement defines the standard of MMEL approved for the above aircraft types by the European Aviation Safety Agency (EASA) by identifying the differences from the FAA MMEL at the latest revision.

3. The information presented in the FAA MMEL for the aircraft type is acceptable to EASA except where superseded by an item in this supplement.

NOTE: Items within this supplement will use the same reference number as the corresponding item in the FAA MMEL. Where an item in this supplement does not appear in the FAA MMEL, the number will be preceded by "E", and the sequential reference will commence from "1" again. (e.g. E52-1 would be the first EASA specific item in ATA Chapter 52) Such items will be placed at the end of the related chapter.

4. Unless superseded by information within this supplement, where the FAA MMEL refers to an item "as required by 14 CFR" it shall be interpreted as meaning, "As required by European and/or by Applicable National Operating Regulations".

5. The Preamble and Definitions of the FAA MMEL, adjusted by use of EASA equivalents, should be applied to any MEL generated by use of this supplement in conjunction with the FAA MMEL.

6. This supplement is based upon the FAA approved Boeing B737 MMEL up to **Revision 56, dated 19 November, 2012.** Additional MMEL alleviation provided by later issues of the FAA MMEL must not be used until this EASA Supplement has been updated to confirm that issue as the base document.

7. The text presented in **bold** format within this document highlights parts of the EASA MMEL Supplement entry, which differ from the FAA MMEL entry.

SUPPLEMENT

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GUIDANCE FOR USE OF THIS SUPPLEMENT (continued…)

8. Treatment of STCs

The FAA MMEL includes MMEL relief for some equipment and modifications which have been approved as FAA Supplemental Type Certificates (STCs). MMEL relief for STCs granted in the relevant FAA MMEL revision is not permitted unless the STC is included in the following list of STCs reviewed by EASA:

NONE at Revision 19 of this supplement.

NOTE: For FAA STCs which have been subject to National Approval(s) only, the Authority of the State of Registry may determine the applicability of the MMEL relief as defined in the FAA MMEL.

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23 COMMUNICATIONS				
-1 Flight Deck Speakers	B	-	0	May be inoperative provided: a) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally. b) **ACAS** is considered inoperative. c) **TAWS** advisory callouts are considered inoperative.
	C	-	0	May be inoperative provided: a) Procedures do not require its use. b) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally. c) Aural alert voices, **ACAS**, **TAWS** are verified to operate normally.
- 2 Passenger Address PA System	-	-	-	As required by Operating Requirements.
- 3 Communication Systems (VHF & UHF)	-	-	-	As required by Operating Requirements.
*** 2) Radio Tuning Panels	C	3	2	One may be inoperative provided left radio tuning panel operates normally.
- 4 Crew member Interphone System	-	-	-	As required by Operating Requirements.

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23 COMMUNICATIONS				
- 10 Cockpit Voice Recorder (CVR) System				
1) Aircraft without Recorder Independent Power Supply (RIPS)	A	1	0	May be inoperative provided: **a) The aeroplane does not exceed 8 further consecutive flights with the CVR inoperative,** **b) Not more than 72 hours have elapsed since the CVR was found to be unserviceable, and** c) Any flight data recorder (FDR) required to be carried is operative.
2) Aircraft with Recorder Independent Power Supply (RIPS)	A	1	0	May be inoperative provided: **a) The aeroplane does not exceed 8 further consecutive flights with the CVR inoperative,** **b) Not more than 72 hours have elapsed since the CVR was found to be unserviceable,** c) Any flight data recorder (FDR) required to be carried is operative, d) RIPS circuit breaker is pulled and collared, and e) A 15 minute interval after pulling the c/b is achieved before departure.
a) Recorder Independent Power Supply (RIPS)	C	1	0	(M) May be inoperative provided: a) CVR operates normally, and b) RIPS battery is removed.
- 12 Emergency Locator Transmitter (ELT)				
1) Survival Type ELTs	D	-	-	**(M)** Any in excess of those required may be missing or inoperative **provided the inoperative equipment is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.**
2) Fixed ELTs	**A**	-	**0**	**May be inoperative provided repairs are made within 6 further flights or 25 flying hours, whichever occurs first.**
	D	-	-	Any in excess of those required may be inoperative or missing.
- 14 Headset/Headphones	D	-	**2**	**One headset (including boom microphone) must be operative for each required crew member on flight deck duty. Any in excess of those required may be inoperative.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23 COMMUNICATIONS				
- 16 Push-To-Talk (PTT) Switches				
1)Control Wheel PTT Switches	**B**	2	1	(M) One may be inoperative provided: a) Associated Audio Selector Panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated.
2)Flight Crew Audio Selector Panel PTT Switches	**B**	2	1	(M) One may be inoperative provided: a) Associated Control Wheel PTT switch operates normally, and b) Affected switch is verified failed open.
- 19 Alerting System (Audio/Visual)				
1)Passenger Configuration				
a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided flight deck audio alerting system operates normally. NOTE: Flight deck audio alerting system must always be operative.
b) **Cabin Crew** Visual Alerting System	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 **cabin crew** are established and used. NOTE: Any visual alerting system function(s) that operates normally may be used.

(Cont…)

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23 COMMUNICATIONS				
- 19 Alerting System (Audio/Visual) (Cont…)				
1)Passenger Configuration (Cont)				
c) **Cabin Crew** Audio Alerting System	B	1	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 cabin crew are established and used. NOTE: Any audio alerting system function(s) that operates normally may be used.
-21 Electronic Visual Surveillance Systems	-	-	-	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 Equipment/Furnishings				
-4 Cabin Window Shades	D	-	0	**May be inoperative in a compartment used for cargo provided AFM Limitations are observed.**
- 5 Cargo Compartment Restraint Components	**D**	-	-	(M)May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual or Weight and Balance Document are observed.
	C	-	-	May be inoperative or missing provided associated cargo compartment remains empty.
	C	-	-	May be inoperative or missing provided pallet with inoperative lock(s) is removed.
- 6 Passenger Seat(s)	D	-	-	May be inoperative provided; a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seat(s) does not affect the required number of Cabin Crew. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the up-right position.
	C	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
3) Underseat Baggage Restraining Bars	**D**	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.

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(1) System & Sequence Numbers Item		(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 Equipment/Furnishings (Cont.)					
- 10	Non-Essential Equipment & Furnishings (NEF)				**Not applicable.**
- 11	Observers Seat(s)	-	-	-	**As required by Operating Requirements.**
- 17	Emergency Medical Equipment				
	1) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) **If more than one is required, only one of the required first aid kits** may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within **2 Calendar days.**
		D	-	-	Any in excess of those required may be incomplete, missing or inoperative.
	2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative **for flight to a destination where replacements can be made** provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within **2 Calendars days.**
		D	-	-	Any in excess of those required may be incomplete, missing or inoperative.
E25-01	Escape Slides	A	-	-	(O)(M) One may be inoperative provided the associated door is considered inoperative. NOTE: refer to EU OPS 1.830 when slides are used as rafts. Maintenance procedures must be retained to cover procedures required by aeroplane manufacturers, such as slide arming circuit de-activation.

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
27 FLIGHT CONTROLS				
- 9 Control Wheel Trim Switches	B	2	1	Copilot's may be inoperative provided pilot's control wheel trim switch operates normally.
- 12 Auto Slat System	**A**	2	1	(O) One system may be inoperative provided: a) Remaining auto slat system is verified to operate normally, b) Auto slat fail light operates normally, and **c) Not more than 2 flight days have elapsed since the Auto Slat System became unserviceable.**
- 13 Stall Warning System				
1) Without Blended Winglet	**A**	2	1	(M) One may be inoperative provided: a) The remaining system is verified to operate normally before each departure, and **b) Not more than 2 flight days have elapsed since the Stall Warning System became unserviceable.**
2) -700/800/900 with Blended Winglet without Speedbrake Load Alleviation System	**A**	2	1	(M) One may be inoperative provided: a) The remaining system is verified to operate normally before each departure, and **b) Not more than 2 flight days have elapsed since the Stall Warning System became unserviceable.**
3) -700/-800/-900ER with Blended Winglet with Speedbrake Load Alleviation System	**A**	2	1	(M) No. 1 SMYD may be inoperative provided: a) The remaining stall warning system is verified to operate normally before each departure, and **b) Not more than 2 flight days have elapsed since the Stall Warning System became unserviceable.**

(Cont…)

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
27 FLIGHT CONTROLS (Cont..) - 13 Stall Warning System Cont…) 3) -700/-800/-900ER with Blended Winglet with Speedbrake Load Alleviation System (Cont…)				
a) (-700)	**A**	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from the full down position to the full up position, c) Airspeed does not exceed 265 KIAS when the inflight gross weight is in excess of 143,000 lbs (64,863 kg), d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when the inflight gross weight is in excess of 143,000 lbs (64,863 kg), and **e) Not more than 2 flight days have elapsed since the Stall Warning system became unserviceable.**
	A	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining Stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from the full down position to the full up position, c) Takeoff weight does not exceed 144,500 lb (65,544 kg), and **d) Not more than 2 flight days have elapsed since the Stall Warning System became unserviceable.** (Cont…)

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
27 FLIGHT CONTROLS (Cont..)				
- 13 Stall Warning System Cont…)				
3) -700/-800/-900ER with Blended Winglet with Speedbrake Load Alleviation System (Cont…)				
b) (-800)	**A**	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from the full down position to the full up position, c) Airspeed does not exceed 265 KIAS when the inflight gross weight is in excess of 155,000 lbs (70,306 kg), d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when the inflight gross weight is in excess of 155,000 lbs (70,306 kg), and **d) Not more than 2 flight days have elapsed since the Stall Warning System became unserviceable.**
	A	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining Stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from the full down position to the full up position, c) Takeoff weight does not exceed 156,500 lb (70,987 kg), and **d) Not more than 2 flight days have elapsed since the Stall Warning System became unserviceable.**

(Cont…)

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
27 FLIGHT CONTROLS (Cont..)				
- 13 Stall Warning System Cont…)				
3) -700/-800/-900ER with Blended Winglet with Speedbrake Load Alleviation System (Cont…)				
c) (-900ER)	**A**	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from the full down position to the full up position, c) Airspeed does not exceed 265 KIAS when the inflight gross weight is in excess of 170,000 lbs (77,110 kg), d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when the inflight gross weight is in excess of 170,000 lbs (77,110 kg), and **d) Not more than 2 flight days have elapsed since the Stall Warning System became unserviceable.**
	A	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining Stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from the full down position to the full up position, c) Takeoff weight does not exceed 171,500 lb (77,791 kg), and **d) Not more than 2 flight days have elapsed since the Stall Warning System became unserviceable.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
28 FUEL				
- 26 Fuel Shutoff Valve Battery and Charger (-600/-700/-800/-900)	**C**	1	0	(M) May be inoperative deactivated.

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
30 ICE AND RAIN PROTECTION				
- 3 Engine and Nose Cowl Anti-Ice Valves	C	2	1	(M) Except for ER operations, one may be inoperative closed provided airplane is not operated in known or forecast icing conditions.
	C	2	1	(M)(O) **Except for ER Operations**, one may be inoperative locked open provided: a) Associated High Stage Valve is considered inoperative, b) Ambient temperature is below 100 degrees F (38 degrees C), c) A minimum of 60% N1 is maintained on the associated engine during flight in icing conditions. d) Appropriate performance adjustments are applied.
- 8 Angle of Attack Sensor Heater(s) / Stall Warning System Sensor Heater(s) / Alpha Vane Heater(s)	**B**	-	0	Except for ER operations beyond 120 minutes, may be inoperative **for day VMC only**, provided the aeroplane is not operated in known or forecast icing conditions.
-9 Pitot, Pitot/Static and Temperature Probe Heater Lights				
2) Amber (Heater Off) Lights				
a) Pitot and Pitot/Static	B	**-**	**1**	**Any in excess of one may be inoperative provided:** **a) Associated heater is verified to operate normally prior to each flight.** **b) Flight is conducted under VMC.** c) **Airplane is not operated in known or forecast icing conditions.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
31 INDICATING/RECORDING SYSTEMS				
- 2 Flight Data Recorder (FDR)	**A**	**1**	**0**	**May be inoperative provided:** **a) The aeroplane does not exceed 8 further consecutive flights with the FDR unserviceable,** **b) Not more than 72 hours have elapsed since the FDR was found to be unserviceable, and** **d) Any cockpit voice recorder (CVR) required to be carried is operative.** **Note 1: This alleviation is not applicable to combined CVR/FDRs.** **Note 2: The flight data recorder is considered to be inoperative when any of the following conditions exist** (i) **Loss of the flight recording function is evident to the flight crew during the pre-flight check e.g. by means of a system status monitor, or** (ii) **The need for maintenance has been identified by the system monitors, where available, with the setting of an indicator and the cause of that setting has not been determined, or** (iii) **Analyses of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete) required to be recorded for the particular aircraft, are not being recorded properly.** **Note 3: Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by the aeroplane operator in accordance with approved maintenance procedures.**
-7 *** Aircraft Condition Monitoring System (ACMS)	**C**	1	0	
1) Quick Access Recorder	**C**	**1**	**0**	**May be inoperative when used for flight data monitoring (FDM) purposes provided alternate procedures, if appropriate to other programs using associated data, are established and used.**
	D	**1**	**0**	**May be inoperative provided procedures do not require its use.**

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(1) System & Sequence Numbers Item		(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33 LIGHTS					
- 6	Anti-Collision Beacons	-	-	-	**As required by National Rules of the Air or their equivalent.**
- 7	Wing Illumination Lights	**D**	-	**0**	**One or more may be inoperative for daylight operations.**
		B	-	**0**	**(O) One or more may be inoperative for night operations provided an alternate means is operative and used to illuminate ice accretion on another outside surface visible from the flight deck.**
- 8	Landing Lights				FAA MMEL at revision 55 is considered acceptable.
- 19	Floor Proximity Emergency Escape Path Marking System	-	-	-	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
- 15 Weather Radar				
1) Weather Radar with Windshear Detection and Avoidance System (Predictive) Installed	**D**	-	-	**Any in excess of those required may be inoperative provided that procedures do not require their use.**
	C	-	0	**May be inoperative provided operations are conducted in day VMC only.**
	C	-	0	**May be inoperative provided no thunderstorm or other potentially hazardous weather conditions, regarded as detectable with the weather radar system, are forecast along the route.** **NOTE: The route corresponds to any point along the planned route of flight including possible diversions to alternate airports.**
2) Weather Radar without Windshear Detection and Avoidance System (Predictive) Installed	D	-	-	**Any in excess of those required may be inoperative provided that procedures do not require their use.**
	C	-	0	**May be inoperative provided operations are conducted in day VMC only.**
	C	-	0	**May be inoperative provided no thunderstorm or other potentially hazardous weather conditions, regarded as detectable with the weather radar system are forecast along the route.** **NOTE: The route corresponds to any point along the planned route of flight including possible diversions to alternate airports.**
*** 3) Windshear Detection and Avoidance System (Predictive)	**C**	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
-17 VHF Navigation Systems (VOR/ILS)				
a) VOR Systems	-	-	-	**As required by Operating Requirements.**
b) ILS Systems	-	-	-	**As required by Operating Requirements.**
c) **Auto** Tune Function	C	-	0	(O) May be inoperative provided: a) Enroute or approach procedures do not require its use, and b) Manual tuning operates normally.
- 18 ATC Transponders and Automatic Altitude Reporting System	-	-	-	**As required by Operating Requirements.**
-25 Altitude Alerting System	**B**	1	0	(O) May be inoperative provided an Autopilot with an altitude hold is operative. **NOTE One altitude alerting system is required to be operative for RVSM operations.**
- 26 Terrain-Awareness and Warning Systems (TAWS)	-	-	-	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
-36 Flight Management Computer System (FMCS)				
4) Navigation Databases **Note: This supplement entry overwrites both sub-item 2) e) and 3) f) of this particular item in the FAA MMEL.**	**C**	**-**	**0**	**(O) One or more may be inoperative for the intended route where conventional (non-RNAV) navigation is sufficient, provided:** **a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and** **b) Navigation database information is disregarded.**
	C	**-**	**1**	**Any in excess of one may be inoperative. The operative databases must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV, and provide this up to date Database is readily available to the flight crew member(s) responsible for navigation.**
	A	**-**	**0**	**(O) One or more may be out of date for a maximum of 10 calendar days provided:** **a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data 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 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.** **(Cont…)**

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(1) System & Sequence Numbers Item		(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION					
-36	Flight Management Computer System (FMCS) (Cont…)				
	4) Navigation Databases (Cont…) **Note: This supplement entry overwrites both sub-item 2) e) and 3) f) of this particular item in the FAA MMEL.**	**A**	**-**	**0**	**(O) One or more may be out of date for a maximum of 10 calendar days provided:** **a) Conventional (Non-RNAV) departure, arrival and approach procedures, when available, or ANSP assistance are used as an alternative to RNAV 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 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.**
- 37	Windshear Warning and Flight Guidance System (Reactive)	**C**	**-**	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
- 40	**Airborne Collision Avoidance System (ACAS)**	**-**	**-**	**-**	**As required by Operating Requirements.**
- 53 ***	**Extended Squitter (ADS-B OUT) Transmissions**	D	-	0	**One or more extended squitter transmissions may be inoperative when not required for the intended route.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
35 - Oxygen				
6 – PBE Smoke Hoods	D	-	-	**(M)** Any in excess of that required may be inoperative **or missing provided the inoperative PBE is placarded inoperative, removed from the installed location and stored in accordance with ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284)** **Note: On 1 January 2005 the rules regarding the carriage of PBEs containing a small chemical oxygen generator changed as a result of an amendment to ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284).**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
<u>46 – Information Systems</u>				
1 – Electronic Flight Bag (EFB) *** System				
1) Class 1, 2 & 3 EFB	**C**	**-**	**0**	**(M)(O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB.** **Note: Any EFB function which operates normally may be used.**
The purpose of this entry is not to require inclusion of Class 1 & 2 EFBs in an operator's MEL, but it is one means of controlling inoperative EFB equipment. Other means may also be agreed with the relevant National Aviation Authority.				
2) Class 2 EFB				
(a) Mounting Device	**C**	**-**	**1**	**(M)(O) Any in excess of one may be inoperative provided the affected EFB is secured by an alternative means.**
	C	**-**	**0**	**(M)(O) May be inoperative provided:** **a) The associated EFB is used in accordance with Class 1 EFB stowage criteria, and** **b) Alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB.**
(b) Data Connectivity	**C**	**-**	**1**	**(M)(O) Any in excess of one may be inoperative provided an alternative means of data connectivity is used.**
	C	**-**	**0**	**May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB.** **Note: Any EFB function which operates normally may be used.**
3) Power Connection for Class 1 and Class 2 EFB	**C**	**-**	**1**	**(M)(O) Any in excess of one may be inoperative provided an alternative power source is available and can be used for the anticipated duration of use of the affected EFB.**
	C	**-**	**0**	**(M)(O) May be inoperative provided alternate procedures are established and used or the affected EFB is considered inoperative.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
<u>49 – Airborne Auxiliary Power</u>				
7 – APU Bleed Air System	C	1	0	(M) May be inoperative closed. NOTE: APU may be used to provide electrical power.

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(1) System & Sequence Numbers Item		(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS					
- 3	Door Warning Light System				
	2) Overwing	C	-	0	**(M)(O) May be inoperative provided:** **a) Correct operation of each affected exit, including the flight lock is verified prior to each departure, and** **b) Cabin Attendant remains seated in the passenger seat nearest the affected exit when the cabin differential pressure is less than 4 psi.**
- 15	Flight Lock System				
	1) Overwing Exit	C	-	0	(M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A **Cabin Attendant or other suitably trained** person employed by the operator **in excess of the minimum required numbers of cabin attendants** is designated to remain seated in the passenger seat nearest the affected exit when the cabin differential pressure is less than 4.0 psi.
***	2) Mid Exit (-900ER)	C	-	0	(M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A **Cabin Attendant or other suitably trained** person employed by the operator **in excess of the minimum required numbers of cabin attendants** is designated to remain seated in the passenger seat nearest the affected exit when the cabin differential pressure is less than 4.0 psi.
-17	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System	-	-	-	**As required by Operating Requirements.**
-18	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt	-	-	-	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (Cont…)				
-19 *** Jamco Flight Deck Security Door Automatic Locking System	-	-	-	**As required by Operating Requirements.**
-21 *** Jamco Flight Deck Security Door Mechanical Catch Pin Lock	-	-	-	**As required by Operating Requirements.**
E52-01 Emergency Exits				
1) Passenger or Combi Configuration (including passenger / crew doors, but excluding flight deck emergency exits)	**A**	-	-	**(O)(M) One may be inoperative for a maximum of 5 flights provided:** **a) The passenger number reduction and distribution policy, and cabin safety procedures are established and used,** **b) The affected emergency exit is closed and locked,** **c) A conspicuous barrier, strap or rope and a placard stating "DO NOT USE" are placed across the affected emergency exit prior to passenger boarding,** **d) The affected emergency exit is not used for passenger boarding, nor for any purpose whilst passengers are on board,** **Note: If the affected emergency exit is operative mechanically, it may still be used for evacuation in the case of emergency.** **e) Visual indications (illuminated and non-illuminated) directing passengers to the affected emergency exit are obscured,** **f) All crew members are briefed on the location and condition of the affected emergency exit, passenger distribution and modified cabin safety procedures,** **g) The affected emergency exit and blocked seating layout are checked before each flight by the relevant cabin crew member, and** **h) The escape path to the affected emergency exit is checked by the relevant cabin crew member to be unobstructed before each takeoff and landing.** **Note: Reference may be made to CAA UK FODCOM 8/99 for guidance relating to passenger number reductions.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS (Cont…)				
E52-01 Emergency Exits	**C**	**-**	**2**	**Any in excess of two non-cockpit emergency exits intended to be used by the persons on board to evacuate the aeroplane, may be inoperative.**
2) All Cargo Configuration (including passenger / crew doors, but excluding flight deck emergency exits)	**A**	**-**	**1**	**(O) Any in excess of one non-cockpit emergency exit, intended to be used by the persons on board to evacuate the aeroplane may be inoperative, for a maximum of 5 flights.**
	A	**-**	**1**	**(O) Any in excess of one non-cockpit emergency exit may be inoperative. One or more functions of this remaining emergency exit may be inoperative for a maximum of 10 consecutive calendar days provided:** **a) A specific evacuation procedure is established,** **b) Only flight crew members (including NAA or Operator Inspector(s)) essential for the flight are on board,** **c) Its external opening mechanism is operative,** **d) Its internal opening mechanism is operative,** **e) Its escape slide or its escape slide-raft is operative unless an approved alternate means of escape is available, and an appropriate raft (if required) is available,** **f) Its associated exit marking or locator sign and its associated floor proximity exit identifier and its associated exit interior emergency lighting and its exit exterior emergency lighting (for night operations) are operative, unless an operative torch is available for each flight crew member, and** **g) Flight crew members are to review the evacuation procedure before each flight.**
	A	**-**	**0**	**(O) All non-cockpit emergency exits may be inoperative for a maximum of 3 flights provided;** **a) Specific procedures are established to enter/evacuate the aeroplane,** **b) An appropriate raft (if required) is available,** **c) Only flight crew members (including NAA or Operator's Inspector(s)) essential for the flight are on board, and** **d) Flight crew members are to review the evacuation procedure before each flight.**

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(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
74 IGNITION				
- 1 Ignition Systems		**2**	**2**	**For ER operations, all ignition systems must operate normally.**
1. Left Ignition Systems	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Ignition Select Switch is in BOTH position, and b) Associated engine right ignition system operates normally.
2. Right Ignition Systems	C	2	0	(O) (M) Except for ER operations, may be inoperative provided: a) Ignition Select Switch is in BOTH position, and b) Associated engine left ignition systems operates normally. c) Associated engine left ignitor is connected to the AC Standby Bus by an acceptable configuration.