STC Twenty One Limited
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MASTER MINIMUM EQUIPMENT LIST

Supplement Number: S21.MMEL-0019 Issue 1

Title: Carriage of horses and grooms

Design Change Number: S21.25-13-1570

Aircraft Make: Boeing

Aircraft Model: 737-300

Aircraft Serial Number: 29108, 29109

Contents:
ATA Chapter 23-2 Passenger Address System
ATA Chapter 23-4 Crewmember Interphone System
ATA Chapter 23-19 Alerting System (Audio/Visual)
ATA Chapter 25-5 Cargo Compartment Restraint Components
ATA Chapter 25-12 Emergency Flashlight Holders/ Flashlights
ATA Chapter 26-3 Portable Fire Extinguishers
ATA Chapter 26-14 Main Deck Cargo Compartment Fire Detection System
ATA Chapter 33-2 Cabin Interior Illumination
ATA Chapter 33-3 Groom Handlers Notice System ("NO SMOKING/FASTEN SEAT BELT") Signs
ATA Chapter 33-14 Exterior Emergency Lighting System
ATA Chapter 33-15 Interior Emergency Exit Lighting System
ATA Chapter 52-16 Main Cabin Exit/Slide

MASTER MINIMUM EQUIPMENT LIST APPROVAL
AT INITIAL ISSUE 1

Compiled: C. Briggs

CVE Approval:

CVE Name: C. Briggs

CVE Category(s): A, B, C

STC Approval Reference:

10048265 Approval Date: 25th February 2014

CVE Category Key:
A = Document Check
B = Document Approval
C = Compliance Verification
## AMENDMENT RECORD

All amendments are shown with a vertical bar on the left-hand margin.

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>DATE</th>
<th>DETAILS OF AMENDMENT</th>
</tr>
</thead>
</table>

<table>
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<tr>
<th>Compiled:</th>
<th>CVE Approval:</th>
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<tbody>
<tr>
<td>Name</td>
<td>Signature</td>
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<td>A - Document Check</td>
<td>B - Document Approval</td>
</tr>
</tbody>
</table>

A - Document Check | B - Document Approval | C - Compliance Verification
This MMEL Supplement is applicable to the Boeing 737-300 series converted to a special freighter.

This Master Minimum Equipment List (MMEL) is approved by the European Aviation Safety Agency (EASA) at the hereafter revision under the supplemental type certificate 10048265 as part of the Operational Suitability Data (OSD) as per Regulation (EU) 748/2012 as amended by Regulation (EU) No 69/2014

This EASA MMEL supplement must only be used in conjunction with the FAA MMEL for Boeing 737-300 aircraft

Signed: [Signature]
Date: 15/4/2014

François FABRE
Deputy Head of Department Flight
Expert Department - Certification Directorate
For and on behalf of EASA
PREAMBLE

This MMEL Supplement is applicable to Boeing 737 model aircraft converted to a cargo aircraft with rigid bulkhead under EASA STC No. 10015542, 10015780, 10043157 with STC Twenty One Ltd design change S21.25-13-1570 embodied to permit this carriage of horses and grooms.

The technical content of the document is approved under the EASA project # 0010029134.

The base document for the supplement is FAA Master Minimum Equipment List B737 Rev. 56 dated 19 November 2012. The items within this Master Minimum Equipment List will replace the equivalent items of the above issue of the FAA Master Minimum Equipment List for aircraft operated in a carriage of horses and grooms role.

The terms “courier” & “supernumerary” refer to the new groom stations at the P8 & P10 pallet locations, as well as to the existing forward locations.

Reference should be made to the Boeing 737 Master Minimum Equipment List for abbreviations.
MASTER MINIMUM EQUIPMENT LIST

Supplement Number: S21.MMEL-0019
Issue 1

DEFINITIONS

All codes contained within this MMEL is synonymous with Boeing 737 MMEL definitions
## MASTER MINIMUM EQUIPMENT LIST

**Supplement Number:** S21.MMEL-0019  
**Issue:** 1

### AIRCRAFT: BOEING 737-300  
**REVISION No. 1**  
**PAGE:** 1  
**DATE:** 16.04.2014

<table>
<thead>
<tr>
<th>ITEM</th>
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<th>(2) Rectification Interval</th>
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</table>

### 23-2  
**Passenger Address System**

1. **Passenger Address**

   - **Carriage of Horses and Grooms**
     - Lavatory Speakers
       - **(a)** Lavatory Speakers C 1 0  
         - (O) May be inoperative provided alternate procedures are established and used
     - **(b)** Cabin Speakers - 3 3

### 23-4  
**Crewmember Interphone System**

- **(a)** Flight Deck to Cabin, Cabin to Flight Deck Functions - 2 2  
  - Groom attendants panel must be operable

### 23-19  
**Alerting System (Audio/Visual)**

1. **Alerting System**

   - **(a)** Flight Deck Call Visual Alerting System B 1 0  
     - May be inoperative provided the flight deck audio alerting system operates normally  
     - NOTE: The flight deck audio alerting system must always be operative
   - **(b)** Flight Attendant Visual Alerting System B 1 0  
     - (O) May be inoperative provided:
       - (a) PA system operates normally, and
       - (b) Alternate procedures using the PA for contacting the groom station are in use.
## MASTER MINIMUM EQUIPMENT LIST

Supplement Number: S21.MMEL-0019  
Issue 1

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### AIRCRAFT: BOEING 737-300

**REVISION No. 1**  
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**PAGE:** 2

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<tr>
<td>25-5</td>
<td>Cargo Compartment Restraint Components</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Cargo Pallet Locks</td>
<td>C</td>
<td>-</td>
<td>-</td>
<td>Cargo pallet locks must be operative at seat pallet locations P8 and P10 when grooms are carried under the carriage of horses and grooms role. Refer to the FAA Master Minimum Equipment List B737 Rev. 56 for exceptions to inoperative or missing pallet locks at all other pallet position.</td>
</tr>
<tr>
<td></td>
<td>Carriage of Horses and Grooms</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| 25-12 | Emergency Flashlight Holders/Flashlights | | | | May be inoperative or missing provided the crewmember assigned to the affected position has a normally operating flashlight readily available. |
| | 1. Cabin Flashlights | C | 2 | 0 | |
### MASTER MINIMUM EQUIPMENT LIST

**Supplement Number:** S21.MMEL-0019  
**Issue:** 1

**AIRCRAFT: BOEING 737-300**  
**REVISION No.:** 1  
**PAGE:** 3  
**DATE:** 16.04.2014

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Cat.</th>
<th>26-3</th>
<th>Portable Fire Extinguishers</th>
<th>26-14</th>
<th>Main Deck Cargo Compartment Fire Detection System</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td>Portable Fire Extinguisher</td>
<td>Carriage of Horses and Grooms</td>
<td>Smoke Detectors</td>
<td>Carriage of Horses and Grooms</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1.</td>
<td>D</td>
<td>12</td>
<td>0</td>
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**Rectification Interval**

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<th>(4) Number Required for Dispatch</th>
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<tbody>
<tr>
<td>ITEM Cat.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>(5) Remarks or Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>ITEM Cat.</td>
</tr>
</tbody>
</table>

- **(O)(M)** Any in excess of those required by the Air Extinguisher Operations regulation may be inoperative or missing provided:
  a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and
  b) The Halon unit at the groom station must be operative.
  c) An operative unit must be in the cockpit.
  d) Procedures are established and used to alert crew members of inoperative or missing equipment.

May be inoperative only in the carriage of horses and grooms configuration.
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#### AIRCRAFT: BOEING 737-300

**REVISION No. 1**  **PAGE:** 4  
**DATE: 16.04.2014**

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<tr>
<td><strong>33-2</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cabin Interior Illumination</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Main Deck Cargo Compartment Lights</td>
<td>C</td>
<td>21</td>
<td>-</td>
<td>A single cargo compartment lamp may be inoperative provided that an adjacent lamp is operational</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>33-3</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groom Handlers Notice System (&quot;NO SMOKING/FASTEN SEAT BELT&quot;) Signs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. No Smoking Fasten Seat Belt Signs</td>
<td>C</td>
<td>3</td>
<td>-</td>
<td>(M)(O) May be inoperative provided that an operative &quot;No Smoking/Fasten Seat Belt&quot; sign is visible from each groom work station.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Carriage of Horses and Grooms</td>
</tr>
<tr>
<td><strong>33-14</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exterior Emergency Lighting System</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Exterior Emergency Lighting System</td>
<td>B</td>
<td>1</td>
<td>0</td>
<td>May be inoperative for day operations.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Carriage of Horses and Grooms</td>
</tr>
<tr>
<td>2. Escape Slide Lighting</td>
<td>B</td>
<td>4</td>
<td>0</td>
<td>May be inoperative for day operations.</td>
</tr>
<tr>
<td><strong>33-15</strong></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Interior Emergency Exit Lighting System</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Exit signs</td>
<td>-</td>
<td>2</td>
<td>2</td>
<td>Exit signs must be fully operational at both aft doors.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Carriage of Horses and Grooms</td>
</tr>
</tbody>
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<tbody>
<tr>
<td>52-16 Main Cabin Exit/Slide</td>
<td>C</td>
<td>Forward Slides</td>
<td>-</td>
<td>-</td>
<td>All operations refer to FAA Master Minimum Equipment List B737 Rev. 56. Rear Slides Not installed for Cargo Only Operations for Carriage of Horses and Grooms (EASA STC 10048265) both rear slides must be operational.</td>
</tr>
<tr>
<td>1. Exit Slides Carriage of Horses and Grooms</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>