

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST
(SUPPLEMENT)

BOEING 777

REVISION 6

7 July 2011

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EASA Project Number 0010005935

REVISION: 6

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 operators' Minimum Equipment Lists (MELs) for aircraft of this Type, as certificated by the European Aviation Safety Agency (EASA) 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 17, dated 16 December 2010.

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	31 October 1995		
Revision 1	29 March 2002		
Revision 1a	31 May 2002		
Revision 1b	9 June 2003		
Revision 1c	1 September 2003		
Revision 2	30 January 2004		
Revision 2a	31 August 2004		
Revision 3	11 April 2006		
Revision 3a	18 January 2007		
Revision 3b	7 June 2007		
Revision 3c	23 April 2008		
Revision 4	25 February 2009		
Revision 5	11 December 2009		
Revision 6	7 July 2011		

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REVISION HIGHLIGHTS

Revision 6

Revision 6 has been issued to align this MMEL supplement with Revision 17 of the FAA MMEL.

Guidance in The Use of This Supplement

Item 1, Aircraft Model Applicability Revised applicable models

Item 6, Renumbered from 7 to 6.

ATA 25 Equipment / Furnishings

25-53-2 Cargo Restraint Systems New supplement item.

25-64-1 Megaphones (Passenger) Revised to "As required by Operating Requirements".

ATA 30 Ice and Rain Protection

30-31-1 Pitot Probe Heater Systems New supplement item.

30-33-1 Total Air Temperature (TAT) Probe Heater System New supplement item.

30-41-1 Flight Deck Forward Window Primary Heater Systems New supplement item.

ATA 33 Lights

33-24-1 Cabin Signs (No Smoking / Fasten Seat Belts / Return To Seat) Added sub item 2).

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ATA 34 **Navigation**

34-31-2	Glideslope Antenna Switching	New supplement item.
34-31-3	Localizer Antenna Switching	New supplement item.
34-55-1	Distance Measuring Equipment (DME)	Revised to "As required by Operating Requirements".
34-57-1	ADF Systems	Revised to "As required by Operating Requirements".

ATA 35 **Oxygen**

35-31-2	Protective Breathing Equipment (PBE)	New supplement item.
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ATA 46 **Information Systems**

46-11-2	Electronic Flight Bag (EFB) System (If Installed)	FAA MMEL R17 renumbered item from 46-20-1.
46-20-1	Electronic Flight Bag (EFB) System (If Installed)	FAA MMEL R17 moved dispatch relief to item 46-11-2.

ATA 52 **Doors**

52-11-1	Main Entry Doors (Including Emergency Exits) or Slide Rafts	Revised referenced guidance in 'Note'.
52-32-3	Main Deck Cargo Door (MDCD) Camera and Monitoring System (777F)	New supplement item.

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PREAMBLE

The following is applicable for operators under European operating regulations (JAR-OPS or EU-OPS). The regulations require that all equipment installed on an aircraft in compliance with the Airworthiness Code and the Operating Requirements must be operative. However, the requirements also permit 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.

A Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilization 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 operators' 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 is 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.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectifications 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 the 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.

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

1. FAA MMEL Definition 7. ER: The FAA definition, as it appears in Policy Letter 25, is considered acceptable.
2. Extended Overwater Flight: Refer to JAR-OPS 1, or EU-OPS, Subpart K for definition.
3. Passenger Entry Doors: Any entry in the FAA MMEL pertaining to Passenger Entry Doors, shall be interpreted as including Emergency Exits.
4. Combustible Material: Material which is capable of catching fire and burning. In particular, if an MMEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except for the following:
 - a) Cargo handling equipment (unloaded, empty or with ballast),
 - b) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators). (Note: If serviceable tyres are included, they should only be inflated to a minimum pressure that preserves their serviceability), and
 - c) In-flight service material (return catering - only closed catering trolleys/boxes, no newspapers, no alcohol or duty-free goods).
5. Rectification Intervals: The following definitions are used throughout this document.

Category A

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

Where a time period is specified 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.

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DEFINITIONS AND EXPLANATORY NOTES (Cont.)

5. Rectification Intervals (Cont.):

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.

6. As required by Operating Requirements: The associated item must comply with JAR-OPS 1, 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 alleviations based upon the required equipment identified within JAR-OPS 1 or EU OPS, subparts K and L.
7. VMC: Visual Meteorological Conditions are meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than the minima specified in Appendix 1 to JAR-OPS or EU-OPS 1.465. This definition does not include 'VFR-on-Top' or 'over-the-top'.

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GUIDANCE IN THE USE OF THIS SUPPLEMENT

1. **Aircraft Model Applicability**

This Supplement is applicable to the following Boeing 777 variants only:

- B777-200
- B777-200ER
- B777-200LR
- B777-300
- B777-300ER
- B777F

2. This supplement defines the standard of MMEL recommended for the above aircraft type by 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. E52-00-1 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 FAR" it shall be interpreted as meaning, "As required by EASA 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 the use of this supplement in conjunction with the FAA MMEL.

6. This supplement is based upon the FAA approved Boeing 777 MMEL up to Revision 17, dated 16 December 2010. 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.

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(1) System & Sequence Numbers Item	(2) Rectification Interval				
	(3) Number installed				
	(4) Number required for dispatch				
	(5) Remarks or Exceptions				
<u>23 Communications</u>					
-11-1 HF Communications	-	-	-	-	As required by Operating Requirements.
-12-1 VHF Communications	-	-	-	-	As required by Operating Requirements.
-39-1 Cabin Area Control Panels (CACP)/Cabin System Control Panels (CSCP) (Passenger)	C	-	1		Note: Any CACP/CSCP function that operates normally may be used.
(1) Video /Entertainment Controls	D	-	0	(O)	Note: The purpose of the (O) procedure is to ensure that alternate procedures are applied for the passenger safety briefing.
-39-2 Cabin System Control Panel (CSCP) Individual Functions					Moved to item 23-39-1.
-42-1 Cabin Interphone System (Passenger)	-	-	-	-	As required by Operating Requirements.
-42-3 Cabin Interphone Handset Systems (Passenger)	-	-	-	-	As required by Operating Requirements.
-51-4 Headset / Boom Microphone	-	-	-	-	As required by Operating Requirements.
-70-1 Flight Deck Door Visual Surveillance System (If installed)	-	-	-	-	As required by Operating Requirements.
-71-1 Cockpit Voice Recorder (CVR) System	-	-	-	-	As required by Operating Requirements.

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	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>25 Equipment/Furnishings</u>				
-11-2 Observer Seats	-	-	-	As required by Operating Requirements.
-18-1 Flotation Equipment	-	-	-	As required by Operating Requirements.
-20-1 Non-Essential Equipment and Furnishings (NEF)				Not Applicable.
-25-1 Flight Attendant Seat Assembly (Single or Dual Position)	-	-	-	As required by Operating Requirements.
-29-1 Flight Crew Rest (FCR) Door (If installed)	C	-	0	(M) May be inoperative provided associated FCR is deactivated closed. Note 1: This provision is not intended to prohibit FCR inspections by crew members. Note 2: No further alleviation is given. There is no dispatch allowed with the door removed.
(1) Door Lock	A	-	0	(M) (O) May be inoperative provided: (a) Associated FCR door lock is deactivated in the unlocked position, (b) Associated FCR door opens and closes normally, and (c) Repairs or replacements are carried out within 3 calendar days. Note: The purpose of the (O) procedure is to ensure that the FCR door is checked at regular intervals.

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	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>25 Equipment/Furnishings</u>				
-29-2 Main Deck Crew Rest (MDCR) / Main Deck Flight Crew Rest (MDFCR) Door (If installed)	C	-	0	(M) May be inoperative provided associated MDCR/MDFCR is deactivated closed. Note 1: This provision is not intended to prohibit MDCR/MDFCR inspections by crew members. Note 2: No further alleviation is given. There is no dispatch allowed with the door removed.
(1) Door Lock	A	-	0	(M) (O) May be inoperative provided: (a) Associated MDCR/MDFCR door lock is deactivated in the unlocked position, (b) Associated MDCR/MDFCR door opens and closes normally, and (c) Repairs or replacements are carried out within 3 calendar days. Note: The purpose of the (O) procedure is to ensure that the MDCR/MDFCR door is checked at regular intervals.
-29-3 Overhead Flight Crew / Attendant Rest Door (Includes FSI Installation) (If installed)	C	-	0	(M) May be inoperative provided associated crew/attendant rest is deactivated closed. Note: This provision is not intended to prohibit crew/attendant rest inspections by crew members.
(1) Door Lock	A	-	0	(M) (O) May be inoperative provided: (a) Associated OFCR/OFAR door lock is deactivated in the unlocked position, (b) Associated OFCR/OFAR door opens and closes normally, and (c) Repairs or replacements are carried out within 3 calendar days. Note: The purpose of the (O) procedure is to ensure that the OFCR/OFAR door is checked at regular intervals.

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	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>25 Equipment/Furnishings</u>				
-29-5 Lower Lobe Attendant Rest (LLAR) Entrance Enclosure Door (If installed)	C	1	0	(M) May be inoperative provided LLAR is deactivated closed.
(1) Door Lock	A	1	0	Note: This provision is not intended to prohibit LLAR inspections by crew members. (M) (O) May be inoperative provided: (a) LLAR entrance enclosure door lock is deactivated in the unlocked position, (b) LLAR entrance enclosure door opens and closes normally, and (c) Repairs or replacements are carried out within 3 calendar days. Note: The purpose of the (O) procedure is to ensure that the LLAR door is checked at regular intervals.
-53-2 Cargo Restraint Systems	D	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, Cargo Handling Manual or Weight and Balance Document are observed.
	C	-	-	May be inoperative or missing provided associated cargo compartment remains empty.

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<p><u>25 Equipment/Furnishings</u></p> <p>-63-3 Emergency Locator Transmitter (ELT) (If installed)</p> <p>(1) Survival Type ELTs</p> <p>(2) Fixed ELTs</p> <p>-64-1 Megaphones (Passenger)</p> <p>-64-3 Emergency Medical Equipment</p> <p>(1) First Aid Kit (FAK) and/or Associated Equipment</p> <p>(2) Emergency Medical Kit (EMK) and/or Associated Equipment</p>	(3) Number installed	(4) Number required for dispatch	
	(5) Remarks or Exceptions		
	D	-	-
	A	-	-
D	-	-	
-	-	-	
A	-	-	
D	-	-	
A	-	0	
		<p>(M) Any in excess of the minimum required may be inoperative or missing provided the equipment is placarded inoperative, removed from the installed location and placed out of sight so that it cannot be mistaken for a functional unit.</p>	
		<p>May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.</p>	
		<p>Any in excess of those required by Operating Requirements may be inoperative.</p>	
		<p>As required by Operating Requirements.</p>	
		<p>(O) If more than one is required, only one of the required first aid kits may be incomplete, missing or inoperative provided:</p> <p>(a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</p> <p>(b) Repairs or replacements are made within 2 calendar days.</p>	
		<p>Any in excess of those required may be incomplete, missing or inoperative.</p>	
		<p>(O) May be incomplete, missing or inoperative for flight to a destination where repairs or replacements can be made provided:</p> <p>(a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</p> <p>(b) Repairs or replacements are made within 2 calendar days.</p>	

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	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>26 Fire Protection</u>				
-18-4 Engine Fan Case Overheat Detection Systems				
(1) PW & GE	C	2	1	<p>Except for ETOPS operations, one may be inoperative provided:</p> <p>(a) Associated engine anti-ice selector remains OFF, and</p> <p>(b) Airplane is not operated in known or forecast icing conditions.</p>
(2) RR	C	2	1	One may be inoperative provided one engine overheat circuit operates normally on the associated engine.
-25-1 Lower Lobe Attendant Rest (LLAR) Fire Extinguisher System (If installed)	C	1	0	<p>(M) (O) May be inoperative provided:</p> <p>(a) LLAR is not used and personal items are removed,</p> <p>(b) LLAR shutoff valve is deactivated closed,</p> <p>(c) LLAR entrance hatch is closed and latched, and</p> <p>(d) LLAR entrance door is locked closed and placarded "INOPERATIVE – DO NOT ENTER".</p> <p>Note 1: These provisions are not intended to inhibit LLAR inspections by crewmembers.</p> <p>Note 2: This entry refers to the fixed extinguisher system, not the portable fire extinguisher bottle.</p>

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	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>27 Flight Controls</u>				
-62-1 Automatic Speedbrake Function	C	1	0	<p>(M) (O) May be inoperative deactivated provided:</p> <p>(a) Landing gear truck tilt pressure is verified to be normal before each flight, and</p> <p>(b) Appropriate performance adjustments are applied.</p> <p>Note: Speedbrake must be manually controlled for landing or rejected take-off.</p>

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	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>28 Fuel</u>				
-22-6 Fuel Shut-off Valve Battery	-	-	-	Must be operating normally.

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	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>29 Hydraulics</u>				
-11-6 Centre Hydraulic Isolation System	B	1	0	(M) May be inoperative deactivated open.

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	(3) Number installed	
	(4) Number required for dispatch	

				(5) Remarks or Exceptions	
<u>30 Ice and Rain Protection</u>					
-21-1	Engine Anti-Ice Systems	C	2	1	(M) Except for ETOPS operations , one may be inoperative provided: (a) Valve is locked closed, (b) Associated engine anti-ice control switch remains OFF, and (c) Airplane is not operated in known or forecast icing conditions.
-31-1	Pitot Probe Heater Systems				
	(3) Centre Pitot Heater	B	1	0	(M) Except for ETOPS operations , may be inoperative provided: (a) Left and right pitot air data modules operate normally, (b) Left and right pitot probe heater systems operate normally, (c) Standby airspeed indication operates normally, (d) Approach minimums do not require its use, (e) Airplane is not operated in known or forecast icing conditions or visible moisture, and (f) Left and right pitot probes are inspected before each departure.
-33-1	Total Air Temperature (TAT) Probe Heater System				
	(1) Single TAT System	C	1	0	Except for ETOPS operations , may be inoperative provided airplane is not operated in known or forecast icing conditions.
	(2) Dual TAT System (If installed)	C	2	1	
		C	2	0	Except for ETOPS operations , may be inoperative provided airplane is not operated in known or forecast icing conditions.

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	(4) Number required for dispatch	
	(5) Remarks or Exceptions	
<u>30 Ice and Rain Protection</u>		
-41-1 Flight Deck Forward Window Primary Heater Systems	C	2 1
		<p>Except for ETOPS operations, one may be inoperative provided:</p> <p>(a) Associated window backup heater operates normally,</p> <p>(b) Both left and right side (No. 2) window heaters operate normally,</p> <p>(c) Airplane is not operated in known or forecast icing conditions, and</p> <p>(d) Associated switch remains OFF.</p>
-81-1 Ice Detectors	C	2 0
		<p>(M) (O) May be inoperative provided:</p> <p>(a) Engine and wing anti-ice systems are operated manually, and</p> <p>(b) Wing illumination lights are both serviceable.</p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval		
<u>31 Indicating / Recording Systems</u> -31-1 Flight Data Recorder (FDR)	-	-	(3) Number installed
			(4) Number required for dispatch
			(5) Remarks or Exceptions
			As required by Operating Requirements.

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(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
<u>32 Landing Gear</u>					
-45-2	Wheel Tie Bolts	A	-	-	<p>(M) One per wheel may be broken or missing provided:</p> <p>(a) There are no missing tie bolts on adjacent / partner wheel,</p> <p>(b) Affected wheel is removed, checked for broken parts or damage, and replaced if broken parts or damage is found,</p> <p>(c) Associated brake is checked for broken parts or damage, and is replaced or deactivated if broken parts or damage is found,</p> <p>(d) After each landing, wheel is inspected for additional broken or missing tie bolts, and</p> <p>(e) Operations are limited to five departures before repairs are made.</p>
-45-4	Nose Gear Spin Brake	C	2	0	<p>(O) May be inoperative or missing provided:</p> <p>(a) Gear remains down for two minutes before retraction, and</p> <p>(b) Takeoff performance is based on landing gear extended.</p> <p><u>Note:</u> In the event of engine failure after V1, retract landing gear after takeoff.</p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval				
	(3) Number installed				
	(4) Number required for dispatch				
	(5) Remarks or Exceptions				
<u>33 Lights</u>					
-21-1 Cabin Interior Illumination	-	-	-	-	As required by Operating Requirements.
-24-1 Cabin Signs (No Smoking / Fasten Seat Belt / Return to Seat)	-	-	-	-	As required by Operating Requirements.
(1) Flight Deck Automatic Function	C	1	0		(O) May be inoperative provided: (a) Manual control function operates normally, and (b) Alternate procedures are established and used.
(2) Crew/Attendant Rest Areas (If Installed)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
-24-2 Supernumerary/Courier Area Lighted Information Signs (777F)	-	-	-	-	Refer to Item 33-24-1.
-42-2 Landing Lights	B	4	2		Two may be inoperative for night operations.
	C	4	0		All may be inoperative for day operations.
(1) Dim Function	C	2	0		
-44-1 Anti-Collision Light Systems (Red Strobes / White Strobes)	-	-	-	-	As required by National Rules of the Air or their equivalent.
-51-1 Interior Emergency Lights	-	-	-	-	As required by Operating Requirements.

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>33 Lights</u> -51-2 Exterior Emergency Slide Lights -51-3 Floor Proximity Emergency Path Marking Lights			(3) Number installed	
			(4) Number required for dispatch	
			(5) Remarks or Exceptions	
			- As required by Operating Requirements. - As required by Operating Requirements.	

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>34 Navigation</u>				
-16-1 Altitude Alerting System	B	1	0	(O) May be inoperative provided an autopilot with an altitude hold is operative. Note: The altitude alert system is required to be operative for RVSM operations.
-31-1 Instrument Landing System (ILS)	-	-	-	As required by Operating Requirements.
-31-2 Glideslope Antenna Switching	D	3	-	May be inoperative provided approach minima do not require use of the associated ILS receiver.
-31-3 Localizer Antenna Switching	D	3	-	May be inoperative provided approach minima do not require use of the associated ILS receiver.
-32-1 Marker Beacon System	-	-	-	As required by Operating Requirements.
-43-1 Weather Radar System	-	-	-	As required by Operating Requirements.
(1) Predictive Windshear Function	-	-	-	As required by Operating Requirements.
(2) Auto Tilt Function (If installed)	C	1	0	May be inoperative provided manual tilt function operates normally
-45-1 Airborne Collision Avoidance System (ACAS)	-	-	-	As required by Operating Requirements.
-46-1 Ground Proximity Warning System (GPWS)	-	-	-	As required by Operating Requirements.

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	(3) Number installed	
	(4) Number required for dispatch	
	(5) Remarks or Exceptions	
<u>34 Navigation</u>		
-51-1 VOR Navigation Systems	-	- As required by Operating Requirements.
-53-1 ATC Transponder / Automatic Altitude Reporting Systems	-	As required by Operating Requirements. Note: One system is required to be operative for RVSM operations.
-55-1 Distance Measuring Equipment	-	As required by Operating Requirements.
-57-1 ADF Systems	-	As required by Operating Requirements.
-61-1 Flight Management Computing Systems (FMCS)	C	2 1 (M) One may be inoperative provided: (a) Remaining FMC is verified to operate normally, and (b) Enroute operations do not require its use.
(1) Navigation Databases	-	- As required by Operating Requirements.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<p><u>35 Oxygen</u></p> <p>-31-2 Protective Breathing Equipment</p>	C	(3) Number installed
		(4) Number required for dispatch
		<p>(5) Remarks or Exceptions</p> <p>(M) (O) Any in excess of those required may be inoperative or missing provided:</p> <p>(a) Required distribution of operative units is maintained throughout aircraft,</p> <p>(b) Inoperative PBE is removed from aircraft or retained in an approved stowage and placed out of sight so it cannot be mistaken for a functional unit, and</p> <p>(c) Procedures are established and used to alert crew members of inoperative or missing equipment.</p> <p>NOTE: PBE which cannot be stowed in an approved stowage is subject to the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air.</p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>45 Central Maintenance Computer</u>				
-10-1 Central Maintenance Computing System (CMCS)	C	1	0	May be inoperative provided a CMC is available when required for specified maintenance tasks as detailed in the Fault Isolation Manual and/or the Aircraft Maintenance Manual.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<p><u>46 Information Systems</u></p> <p>-11-2 Electronic Flight Bag (EFB) System (If installed)</p> <p>(1) Class 1, 2 & 3 EFB</p> <p>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 NAA.</p> <p>(2) Class 2 EFB</p> <p>(a) Mounting Device</p> <p>(b) Data Connectivity</p>	<p>(3) Number installed</p> <p>(4) Number required for dispatch</p> <p>(5) Remarks or Exceptions</p>	<p>0 (M) (O) May be inoperative provided alternate procedures are established and used where operating procedures are dependent upon the use of the affected EFB.</p> <p>Note: Any EFB function which operates normally may be used.</p> <p>1 (M) (O) Any in excess of one may be inoperative provided the affected EFB is secured by an alternative means.</p> <p>0 (M) (O) May be inoperative provided:</p> <p>(a) The associated EFB is used in accordance with Class 1 EFB stowage criteria, and</p> <p>(b) Alternate procedures are established and used where operating procedures are dependent upon the use of the affected EFB.</p> <p>1 (M) (O) Any in excess of one may be inoperative provided an alternative means of data connectivity is used.</p> <p>0 (M) (O) may be inoperative provided alternate procedures are established and used where operating procedures are dependent upon the use of the affected EFB.</p> <p>Note: Any EFB function which operates normally may be used.</p> <p>(Cont..)</p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<p>46 <u>Information Systems</u> (Cont.)</p> <p>-11-2 Electronic Flight Bag (EFB) System (Cont.)</p> <p style="padding-left: 40px;">(3) Power Connection for Class 1 and Class 2 EFB</p> <p>-20-1 Electronic Flight Bag (EFB) System (If installed)</p>		(3) Number installed
		(4) Number required for dispatch
		<p>(5) Remarks or Exceptions</p> <p>(M) (O) Any in excess of one may be inoperative provided an alternative power source is available and can be used for the planned duration of use of the affected EFB.</p> <p>(M) (O) May be inoperative provided alternate procedures are established and used.</p> <p>FAA MMEL Revision 17 moved dispatch relief for this equipment to item 46-11-2.</p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval				
<p><u>52 Doors</u></p> <p>-11-1 Main Entry Doors (including Emergency Exits) or Slide Rafts</p> <p>1) Passenger</p>	A	-	-	(3) Number installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
				(Cont..)	

- (M) (O) One may be inoperative for a maximum of 5 flights provided:**
- (a) Passenger number reduction and distribution policy, and cabin safety procedures are established and used,**
 - (b) The affected door is closed and locked.**
 - (c) A conspicuous barrier, strap or rope and a placard stating “DO NOT USE” are placed across the affected door prior to passenger boarding**
 - (d) The affected door is not used for passenger boarding, nor for any other purpose**
- Note: If the affected door 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 door, passenger distribution and modified cabin safety procedures,**
 - (g) The affected door and blocked seating layout are checked before each flight by the appropriate cabin crew member, and**
 - (h) The escape path to the affected door is checked by the appropriate cabin crew member to be unobstructed before each take-off and landing.**
- Note: Reference may be made to CAP 789 for guidance relating to passenger number reduction.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<p><u>52 Doors</u></p> <p>-11-1 Main Entry Doors (including Emergency Exits) or Slide Rafts (Cont.)</p> <p>2) 777F</p> <p>Note: The relief contained herein requires that flight deck emergency exit(s) and means of escape exist and remain operative.</p>		(3) Number installed
		(4) Number required for dispatch
		<p>(5) Remarks or Exceptions</p> <p>(O) One may be inoperative for a maximum of 5 flights.</p> <p>One or more functions may be inoperative for a maximum of 10 calendar days provided:</p> <p>(a) A specific evacuation procedure is established,</p> <p>(b) Only flight crew members (including NAA or Operator’s Inspectors) essential for the flight are on board,</p> <p>(c) Its external opening mechanism is operative,</p> <p>(d) Its internal opening mechanism is operative,</p> <p>(e) Its escape slide or slide raft is operative unless an approved alternate means of escape is available and an approved raft (if required) is available,</p> <p>(f) Its associated exit marking or locator sign, floor proximity exit identifier, exit interior emergency lighting and exit exterior emergency lighting (for night operations) are operative, unless an operative torch is available for each flight crew member, and</p> <p>(g) Flight crew members review the evacuation procedure before each flight.</p> <p>(Cont..)</p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>52 Doors</u>				
-11-1 Main Entry Doors (including Emergency Exits) or Slide Rafts (Cont.)				
2) 777F (Cont.)	A	2	0	(O) Both may be inoperative for a maximum of 3 flights provided:
Note: The relief contained herein requires that flight deck emergency exit(s) and means of escape exist and remain operative.				(a) 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 Inspectors) essential for the flight are on board, and
				(d) Flight crew members review the evacuation procedure before each flight.
-32-3 Main Deck Cargo Door (MDCD) Camera and Monitoring System (777F)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>52 Doors</u>				
-51-1 Flight Deck Door Lock Automatic System (If installed)	-	-	-	As required by Operating Requirements.
-51-2 Boeing Enhanced Flight Deck Security Door Automatic Locking System (If installed)	-	-	-	As required by Operating Requirements.
-51-3 Boeing Enhanced Flight Deck Security Door Deadbolt (If installed)	-	-	-	As required by Operating Requirements.
-51-4 JAMCO Flight Deck Security Door Automatic Locking System (If installed)	-	-	-	As required by Operating Requirements.
-51-5 JAMCO Flight Deck Security Door Mechanical Catch (Latch) Pin Lock (If installed)	-	-	-	As required by Operating Requirements.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<p><u>78 Engine Exhaust</u></p> <p>-31-1 Thrust Reversers</p>	(3) Number installed	
	(4) Number required for dispatch	
	(5) Remarks or Exceptions	
	C	2
	<p>(M) (O) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both sync locks are verified in the locked position, b) One locking actuator on each sleeve is verified in the locked position, c) Inoperative reverser is secured in the forward thrust position, and d) Appropriate performance adjustments are applied in accordance with the AFM. 	

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